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XXII

PLUM ISLAND
Ipswich, Mass.

22-26

BY
THOMAS FRANKLIN WATERS

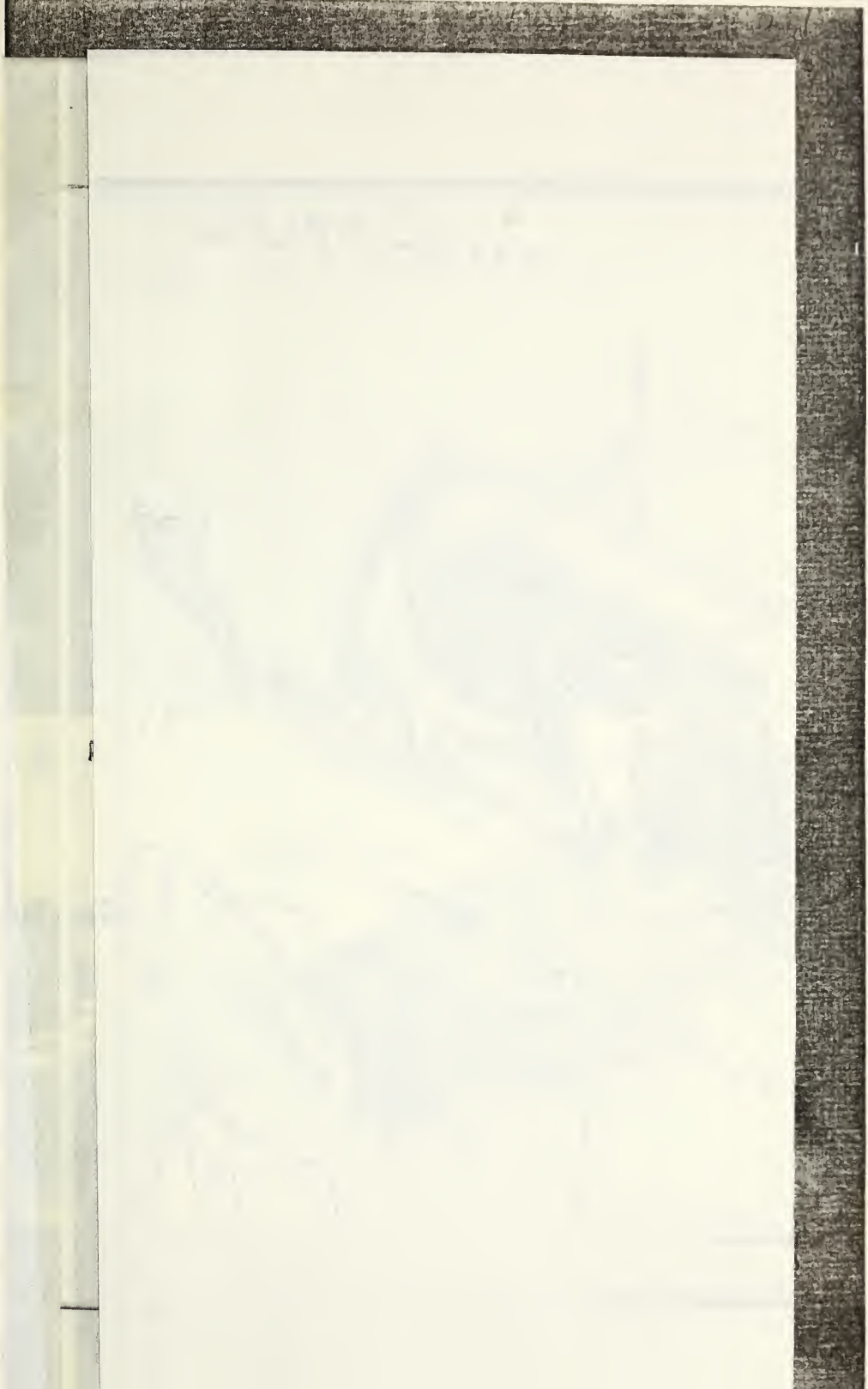
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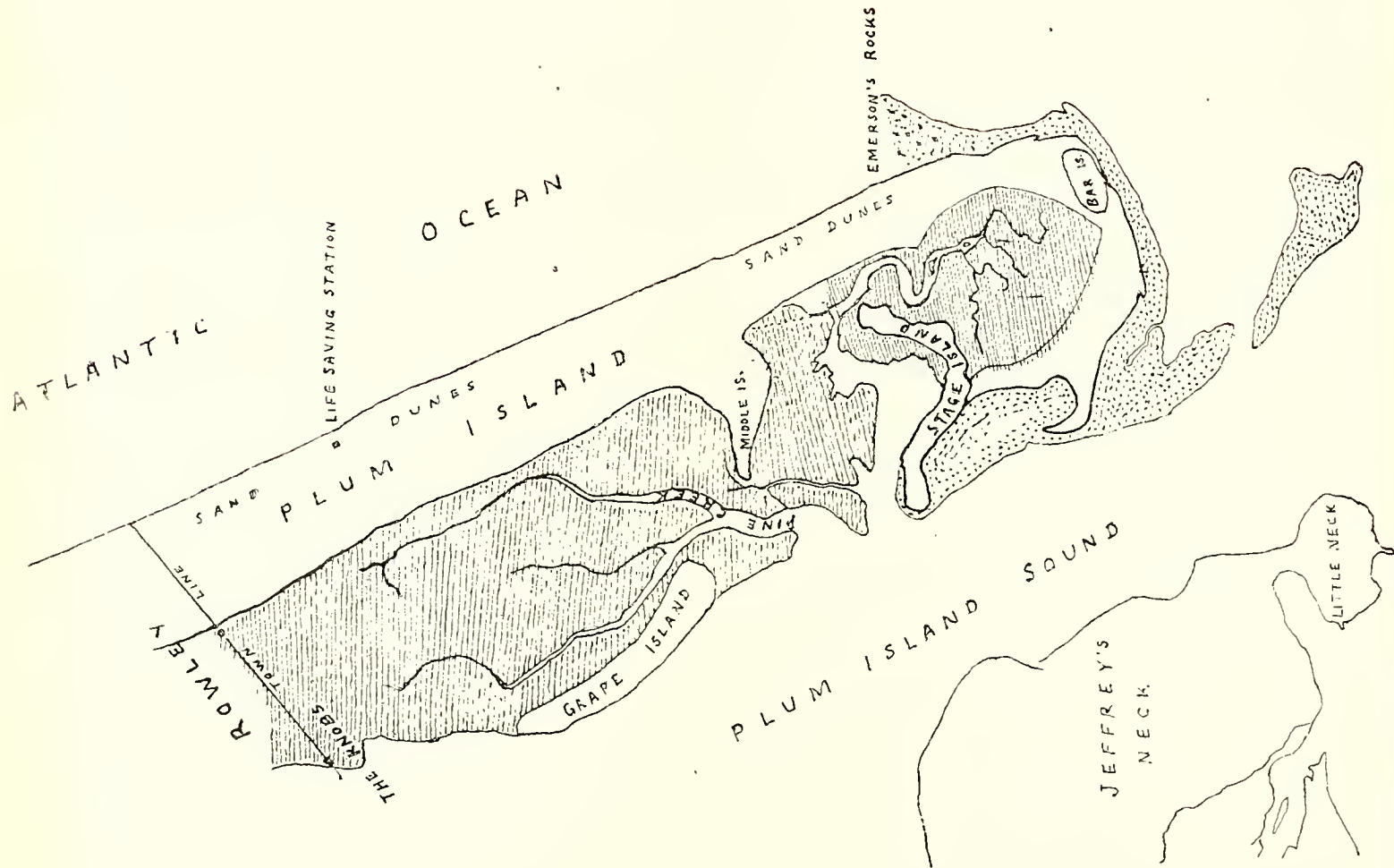
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MAP OF PLUM ISLAND.

PLUM ISLAND

IPSWICH, MASS.

1788947



February 3

NEWCOMB & GAUSS, PRINTERS
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1918

380920



A Section of a Chart of the Coast of Massachusetts, from surveys made by Capt. Cyprian Southack, under authority of the British and Colonial Governments, shortly before the year 1694. Published about 1734, in London, with other maps, in atlas form.

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PREFACE.

Following the method pursued in the previous publications in making citations from the Records of the Registry of Deeds and the Registry of Probate of Essex County, the figures indicating book and page are inserted in the text in a parenthesis, following the reference. This eliminates a constant series of foot-notes.

The Society is under obligations to Mr. Nathaniel Dole of Newburyport for the loan of the interesting drawing made by his father, and to his daughter, Mrs. Gertrude Dole Williams, for the use of films of the sand diggers. Mr. John W. Nourse has rendered valuable service by his skilful work on the drawing and the map of Plum Island.

PLUM ISLAND

Who was the first European, voyaging along the coast, who saw the surf-beaten shore of Plum Island, with its fringe of white sand dunes, and its pine forests in the back ground? The Sagas of the Northmen record a voyage of Bjorne from Greenland, in the year 986, in which he touched the New England coast at many points. Leif, son of Eric, the Red, bought Bjorne's ship and skirted these shores in the following year. Prof. E. N. Horsford, the enthusiastic student of the Sagas, locates Lief's Landfall at Cape Ann, and established him in a permanent settlement at Norumbega on the Charles River in Watertown, where he has erected a memorial tower on the site he identifies with the ancient town. To Prof. Horsford's romantic imagination, the terraced shore of Little Neck and Gravelly Point bear evidence of the Northmen's presence as well.

John Cabot and Sebastian sailed along the coast in 1497, searching for a way to the Indies, and Prof. Horsford is confident that the rocky end of Cape Ann is the Cape St. Johan where Cabot made his landfall. The Florentine sailor, Giovanni da Verrazano, was commissioned by the King of France in 1523 to cross the Atlantic in search for a sea route to Cathay. He sighted land in March, 1524, probably on the coast of the Carolinas, and following the coast as far as Maine or Nova Scotia. These ancient navigators may have caught sight of our Island and the breakers on the bar, as they rounded Cape Ann and headed for the North.

But definite record of the near presence of the European sailors does not appear until nearly a century later. In the summer of 1605, Samuel de Champlain sailed along the coast of Maine and Massachusetts, and again in 1606. On the 8th of July he was at Saco River, apparently, and made most interesting mention of the Indians, who met his ship in their canoes.

These savages shave off the hair far up on the head, and wear what remains very long, which they comb and twist behind in various ways very neatly, intertwined with feathers, which they attach to the head. They paint their faces black and red, like the other savages which we have seen. They are an agile people with well formed bodies. Their weapons are pikes, clubs, bows and arrows, at the end of which some attach the tail of a fish called

the signoc, others bones, while the arrows of others are entirely of wood. They till and cultivate the soil, something which we have not hitherto observed. In the place of ploughs, they use an instrument of very hard wood, shaped like a spade.

The next day Sieur de Monts and I landed to observe their tillage on the bank of the river. We saw their Indian corn, which they raise in gardens. Planting three or four kernels in one place, they then heap up about it a quantity of earth with shells of the signoc. . . Then three feet distant they plant as much more, and thus in succession. With this corn they put in each hill three or four Brazilian beans, which are of different colours. When they grow up, they interlace with the corn, which reaches to the height of from four to six feet. They keep the ground very free from weeds. We saw there many squashes and pumpkins and tobacco, which they likewise cultivate. We saw also many grape-vines, in which there was a remarkably fine berry, from which we made some very good verjuice. . . . Their cabins were covered with oak bark and surrounded with palisades.¹

Keeping to the south, they saw to the westward a large bay, undoubtedly our Ipswich Bay, and made their anchorage near the Cape. In the morning, five or six savages came out in canoes and then went back and danced on the beach. Champlain landed, gave them knives and biscuits, and in response to his request, they drew the outline of the coast, with a great river, which they had passed. Beyond a doubt, this was the Merrimac, and the little ship lay at anchor in the bay under the lee of Cape Ann. The old shell heaps on Plum Island attest long generations of Indian occupancy, and the explorer's description of the wild people a few miles north was, no doubt, a true picture of the ancient Islanders.

But it remained for Captain John Smith, in his "Description of New England" printed in London in 1616, to make an accurate map of the coast, and describe it with much minute detail.

As you passe the coast still Westward, (from the Piscataqua) Angoam is the next. This place might content a right curious judgement, but there are many sands at the entrance of the harbor: and the worst is, it is inbayed too farre from the deepe Sea. Heere are many rising hilles and on their tops and descents many corne fields and delightful groves. On the East is an Ile of two or three leagues in length; the one halfe, plaine morish grasse fit for pasture, with many faire high groves of mulberrie trees gardens; and there is also Okes, Pines and other woods to make this place an excellent habitation, beeing a good and safe harbor.

Captain Smith gave names to headlands and islands and imaginary towns. The river Charles and Cape Anna still survive. But London and Oxford on the South Shore, and Ipswich, Cam-

¹"Sailors Narratives of New England Voyages." 1524-1624. With notes by George Parker Winship, pp. 74, 75, 78, 79.

bridge, Edinburgh in the Maine wilderness were soon forgotten. The dignified name, South Hampton, was applied to the Indian village of Agawam.

Under date of March 9, 1621-2, the President and Council of Plymouth granted to Capt. John Mason, under the name of Mariana, all the land lying along the Atlantic from Naumkeag River to the Merrimacke River and extending back to the heads of these rivers to geather with the Great Isle or Island henceforth to be called Isle Mason lying neere or before the Bay Harbor or y^e river Aggawom

Last of the old surveyors and map-makers is Capt. Cyprian Southack, who made a chart of the coast shortly before the year 1694, under the authority of the British and Colonial Government. He locates an island at the mouth of Ipswich River, indicates the ship channel, close to Bar Island end, and gives the name, Wenham, to Castle Neck, and Wenham Bar to the Essex River bar.

Plum Island, wholly or in part, was not definitely included in the territory granted to the Ipswich settlers. No evidence of any formal assumption of title by Ipswich appears before March, 1639.

The 2 day of the first month, 1639. Agreed with Robert Wallis and Thomas Manning the day and year abovesayd that they shall keep fourscore hoggs upon Plum Island from the 10th day of Aprill next untill harvest be got in and that one of them shall be constantly there night and day all the tyme and they are to carry them and bring them home provided those that own them shall send each of them a man to help catch them and they are to make troughs to water them in for all of which paynes and care they are to have twelve pence a hogg at the entrance 2s a hogg at midsummer for so many as are then living and 2s a hogg for each hogg they shall deliver at the end of harvest and they are not to be abated for any pay for any hoggs under a year old the 10th of Aprill and if any hoggs are left through their negligence they are to make them good and in case any die they have liberty to take in to make up their number and that none of them that put hoggs before them shall take them away without the consent of most of those that so put hoggs before them and if notwithstanding they will take them away they shall pay them full pay as if they went the whole time and in case any hogg die through poverty the party that own them having such information he shall bear the loss of his own hogg and pay full pay to the keepers and whosoever do not pay at the times of payment appointed or within 14 days shall pay them half as much more as the bargain.

Newbury was not disposed to allow Ipswich free rein, and on the 6th of March she petitioned the General Court for title. The General Court voted:

1639, March 13.

Plum Island is to remaine in the Court's power for the present

The first part of the book is devoted to a general history of the world, from the beginning of time to the present day. It is divided into three main periods: the ancient, the middle, and the modern.

The second part of the book is devoted to a general history of the British Empire, from the reign of Queen Elizabeth I to the present day. It is divided into three main periods: the reign of Queen Elizabeth I, the reign of King James VI and I, and the reign of King George III.

The third part of the book is devoted to a general history of the British Isles, from the reign of King Alfred the Great to the present day. It is divided into three main periods: the reign of King Alfred the Great, the reign of King Henry II, and the reign of King Edward I.

The fourth part of the book is devoted to a general history of the British Isles, from the reign of King Edward I to the present day. It is divided into three main periods: the reign of King Edward I, the reign of King Henry III, and the reign of King Edward III.

The fifth part of the book is devoted to a general history of the British Isles, from the reign of King Edward III to the present day. It is divided into three main periods: the reign of King Edward III, the reign of King Richard II, and the reign of King Henry IV.

The sixth part of the book is devoted to a general history of the British Isles, from the reign of King Henry IV to the present day. It is divided into three main periods: the reign of King Henry IV, the reign of King Henry V, and the reign of King Henry VI.

The seventh part of the book is devoted to a general history of the British Isles, from the reign of King Henry VI to the present day. It is divided into three main periods: the reign of King Henry VI, the reign of King Edward IV, and the reign of King Richard III.

The eighth part of the book is devoted to a general history of the British Isles, from the reign of King Richard III to the present day. It is divided into three main periods: the reign of King Richard III, the reign of King Henry VII, and the reign of King Henry VIII.

Ipswich Neweberry and the new plantation (Rowley) between them may make use of it till the Court shall see cause otherwise to dispose of it.

Ten years later another move was made.

At a meeting generall of the freemen (of Newbury) the sixth of March, 1649.

There was chosen Mr. William Gerrish John Saunders Daniel Titcomb Henry Shorte Richard Knight Robert Coker William Titcomb Archelaus Woodman and John Merrill to bee a committee for the towne to view the passages into Plum Island and to inform the courte by way of petition concerning the righte the towne hath to the sayd island and to have full power with Mr. Edward Rawson to draw forth a petition and present it to the next general courte.

Mr. Edward Rawson Mr. John Spencer and Mr. Woodman was chosen by the towne to joyne with those men of Ipswich and Rowley that was appointed to bee a committee about Plum Island.

Apparently a joint agreement proved impossible, and rival petitions were presented to the General Court. Newbury, in its petition of May 15, 1649, asked for the whole island. The petitioners after declaring their confidence in the "Christian readiness of the Court to uphold the meanest member of this jurisdiction from sinking under any pressure" etc. proceed:

The substance of our desires is that if after you have heard and perused what we say, that in right Plum island belongs not to us, yet out of your just favour, it may be granted to us to relieve our pinching necessities, without which we see no way to continue or subsist. Our feares were occasioned by a petition which was preferred to the last general court for it. Our apprehensions of our right to it are, first, because for three or four miles together there is no channel betwixt us and it. Second, because at low water we can go dry to it over many places, in most with carts and horses, which we usually doe, being necessitated so to doe since our guift to Rowley on the Court's request and promise that we should have anything in the court's power to grant. Thirdly, because the court's order gives all lands to dead low water marke not exceeding one hundred rods, to towns or persons, where any lands do so border. In many places Plum iland is not ten rods, at no place one hundred rods from low water marke.

Fourth, because we can only improve it without damage to our neighboring plantations, which none can doe without much damage to your petitioners, if not to the ruining of both the meadow and corne of your petitioners, and so forth. The premises considered we hope (and doubt not) this honorable court will see just grounds to answer our request and confirme the island to our towne and we shall always as in duty we are bound to pray and so forth.

Thomas Parker
Percival Lowle
John Spencer
John Saunders
James Noyes

William Gerrish
 Edward Woodman
 Henry Short
 Richard Kent in ye name of ye rest.

The General Court took action on October 17th 1649.

Upon the petition of Neweberry, this Corte thinketh meete to give & grant Plum Island to Ipswich, Rowly & Newberry viz. Ipswich to ha' two parts, Neweberry two pts & Rowly to ha' one fifth pt.

Now that the right of Ipswich in Plum Island was definitely settled, the Town began to make provision for its use. Orders were adopted from year to year.

9 (12) 1651

Referred to the 7 to order Plum [] to dispose of the grass to such as have none from year to year.

22 (12) 1652

Ordered that the seven men shall have power from yeare to yeare to order the cutting of the grass at Plum Island, Goodman Johnson to be considered among others for cutting grass there according to his need.

28 Feb. 1659

John Perkins, Moses Pengry and Searg't Clarke apoynted a committy to treat with Newbury and Rowley about Plumb Island.

16 April 1663

The Town att the Genll Town Meeting, haveing the ordering the cutting the marsh at Plumb Island for [] years unto the Selectmen. The Selectmen have ordered that noe man shall cutt any grasse there before the tenth day of July. Nor any family to use above two sithes at a tyme soe observing these rules. All shall have liberty to cutt that have right to common prledges (but noe others) pvided [] take there grass they cutt together and carry it quietly [] peaceably without interrupting one another upon pen [] of five shillings an acre for such as shall transgress.

In 1664, the date for beginning the cutting was changed to the twentieth of July.

pvided there be liberty to Mr. William Hubbard to take his opportunity for cutting a p'sell of marsh at Grap Island for one month viz. to the 20th of August to be assigned to him by Jacob Perkins and John Layton not exceeding 6 acres.

Notwithstanding the remoteness of Plum Island from the Town, the access to it only by boat across the swift Plum Island River and its complete isolation in mid-winter, it was regarded as a valuable asset. The salt marshes and thatch banks had a good market value. There were many acres of fertile upland, too good to be used only for the pasturing of swine. There was a demand for the division of this great domain among the Commoners and the Town took action in February, 1664-5. The principle, on which the divis-

ion was based, was characteristic of the spirit of the time. It was a money qualification, pure and simple, exception being made only for the magistrates, ministers, and the school master.

The generall Towne meeting the 14th of Feb. 1664

1. Voted that Plumbe Iland, Hogg Iland and Castle Neck be devyded to such as have the right to commons according to law according to the pportion of foure six and eight.

2. All that doe not exceed six shillings eight pence their pson and estate in a single country rate, to be of the first devision of 4th all them that exceed not sixteen shillings to be of the second sort of sixth. All those that exceed sixteene shillings in a single Country rate together with our Maicstrates, Elders, Mr. John Rogers and Mr. Thomas Andrews to be of the highest devision of 8th.

3. John Gage was voted and granted to be one of them of the middle number

4. Voted that it be left to the Selectmen to have those places viewed messered and devyded

The Selectmen chosen at that meeting were Mr. Samuell Symonds, Major Gen'll Denison, Mr. John Appleton, Cornett Whipple, Ensigne French, John Dane, Deacon Will. Goodhue.

April 10:1665

The Selectmen according to the town order for the devission of Plum Island, Castle Neck and Hog Island taking a survey of the Inhabitants which according to law and the s^d order have right to any share of the Common Lands and considering also the estates of the Inhabitants, as valued in the last Country rate according to the sd order; doe find two hundred and three reckoned and allowed Inhabitants, that may have right to the Comons, whose names or the names of their tenants at present inhabiting their Lands or Houses are registered on a paper. Whereof according to the order of the Towne, eight and twenty are to have a double share, and seaventie to have a share and a halfe, and one hundred and five have a single share, so that the whole number of single shares are two hundred and sixty six.

And having caused the sd Plum Island and Castle Neck and Hog Island to be surveyed and measured, they have found in the whole about eight hundred acres of marsh and upland beside beaches and gall^d hills, so that the single share will be three acres, the share and halfe, four acres and a halfe, the double share six acres.

Which they have ordered to be layd out in this manner viz. one double share, next two devisions of a share and halfe, and then three single shares, and so to begin again, one double share, two devisions of a share and a halfe and then three single shares, and so on till all the double shares be run out and then there will remain fourteen devisions of a share and a halfe and twenty one single shares, which shall be laid out in this manner, namely, one devision of a share and a halfe and one single share, till all the share and half devisions be layd out and the seven remaining single shares to be layd out one after the other.

Which divisions being layd out as above sd, It is ordered they shall be shared by lott in this manner, there shall be eight and

twenty lotts for the deviding of the double shares, and seaventy lotts to be putt by themselves for the deviding of the share and halfe divisions, and one hundred and five lotts putt by themselves for the deviding the single shares.

And it is agreed that the beginning of these divisions shall be at the upper end of Plum Island next Rowley and so downwards to the Barr, and if the sd share cannot be layd conveniently all the breadth of the island then the beginning shall be next the Beach, and so from the upper end next Rowley down to the Barr, and then begin at the upper end and so downward and so again if the shares shall be layd in three ranges.

The next shall be layd out shall be at Castle Neck, beginning at the hill and so downward to Wigwam Hill and the long marsh, and if it be convenient to lay the shares in two ranges, the first shall be next the Pines and the second to begin next the hill and so downward to the River. The last shall be at Hog Island beginning at the Westerly end and so to the East side thereof and if it be most convenient to be layd in two ranges, the first shall be the Southerly side, and then to begin again at the Westerly end and to divide the Northerly side of the sd Island.

And it is further agreed that Cornet Whipple Robert Lord, John Leighton and Thomas Lovel shall take the first opportunity to lay out the sd shares in manner aforesaid, which having done and made knowne to the Selectmen, the Inhabitants shall forthwith be summoned to meet to take up their shares by lott as afores^d. And then those that are above appointed to lay out the divisions shall goe upon a day appointed and share to every inhabitant, his share or division and shall deliver unto him or them the possession thereof, he or they, then paying for the laying out, so much as shall be appointed by the Selectmen. And no Inhabitant shall claim right or propriety in or to any share or deviation of the Land aforesd before he has payd for the charge of deviding, but the right of such share shall be and remain in the Town to be disposed of as they shall see cause.

A List of the Inhabitants that have shares in Plum Island, Castle Neck and Hog Island (together with their shares) according to the Towne order the 14 of Feb. '64.

DOUBLE SHARES

Mr. Samuel Symonds	26	Thomas Wells	17
Major Denison	12	Will ^m Cogswell	16
Mr. Wade	25	John Proctor Sen.	3
Capt. Appleton	20	Georg Gittins	9
Leift. Appleton	23	Richard Jacob	13
Mr. Richard Hubbard	10	Edward Coborne	
Mr. Jo: Paine	18	Mr. Saltonstall's farme	27
Mr. Cobbet	22	Elder Jo: Whipple	5
Mr. Will ^m Hubbard	7	Will ^m Pritchett	
Mr. John Rogers	6	Richard Jacob's farm	
Mr. Tredwell	14	one half to ye Widdow Roberts	1
Mr. Booreman	4	John Airs. Mr. Norton's farms	
Thos: Bishop	8	Mr. Bar	25
Will ^m Goodhue	2	Mr. Epes	24
Mr. Thomas Andrews	28	The Mil and House	21
Thomas Burnam	11	Elder Paine	19

SHARE AND A HALFE .

Symon Tuttle	8	Henry Bennet	45
Richard Shatswell	38	Symon Tompson	46
Robert Day	22	John Browne Sen.	7
Thomas Hart Sen.	14	John Fuller	6
Edward Alline		Will ^m Fellows	58
Mr. Paine's farm	17	Richard Brabrook	
Richard Kimbal	43	Wid. Hatfield's farme	56
Mr. Will ^m Norton	18	Robert Crose	60
John Wooddam	16	John Burnam	55
Samuel Varnham	24	Cornelius Waldo	
Thomas Lovel	36	Cogswel's farme	61
Nathaniel Piper	65	John Andrews	52
Mr. Wilson	20	Will ^m Story	62
Mr. Baker	54	Edward Brag	29
Thomas Newman Sen.	23	Thomas Low Sen.	26
Francis Wainwright	28	Robert Coborne	47
Jacob Perkins	13	Nathaniel Adams	70
John Newmarsh	27	John Adams	41
Richard Smith	12	Thomas Safford	37
John Perkins	2	John Kimball	48
Sergt. Thos. Clarke	30	Robert Wallis	66
Robert Peirse	9	Ensign Howlett	59
Thomas Knolton	4	Allen Perly	50
Mr. Ezekiel Rogers	33	James How Sen.	5
Reginald Foster	10	Georg Farrow	53
Daniel Warner	51	Jeremy Jewett	39
Ensign French	11	Nathaniel Elithrop	49
Edward Lummas	31	Moses Bradstreet	3
Cornet John Whipple	34	Twiford West	35
John Whipple Jun.	15	Mr. Samuel Rogers	60
John Warner		Mr. John Denison	44
Elder Whipple's farm	1	Thomas Kimbal	57
Anthony Potter	40	Aaron Pengry	67
Robert Kinsman Jun.	42	Moses Pengry, Mr. Paine	64
John Leigh Sen.	21	Mr. Nathaniel Rogers	19
John Dane	25	Samuel Pod	68
Nathaniel Emerson: farme	32	John Gage	63

SINGLE SHARES

Hanniel Bosworth	77	Mr. Russell	31
Thomas Smith	60	Joseph Browne	67
Caleb Kimbal	44	John Browne Jun.	30
Marke Quilter	17	Robert Low Sen.	98
John Leedes, Jo: Kimbal	16	John Edwards,	
John Brewer	58	Mr. Vincent	47
John Denison	91	Michael Crecy	100
Robert Whitman	33	John Gaines	1
Walter Roper	7	John Newman	46
Georg Smith	10	Giles Birdley	105
Edward Chapman	5	Francis Jordan	102
Robert Lord Jun.	27	Thomas Harris	6
Andrew Peters	19	James Chute	28
Robert Collins	43	Obadiah Wood	92
John Caldwell	3	John Kendricke	2

Will ^m Buckley	65	Reinold Foster Jun.	70
Sam: Taylor	56	Thomas Varney	86
Will ^m Hodskin	66	John Chote: Thos. Bishop	88
Bennet Pulsifer	55	John Jewett	75
Thomas Lord	82	Will ^m Whitred, Jo. Perkins	81
Robert Dutch	94	Nicolas Marrable	89
John Annable	8	Currinacke	22
Andrew Hodges	32	Joseph Goodhue	49
Jacob Foster	38	John Ringe, Brag	36
Job Bishop, Mr. Appleton	79	Will ^m Searle	96
Samuel Graves	52	Phineas Clarke Sen.	20
John Wiatt	51	Samuel Younglove Jun.	11
John Pinder	37	Will ^m Merchant	23
John French	25	Phillip Fowler	4
Will ^m White	63	Robert Kinsman Sen.	84
Thomas Wilson	48	Will ^m Fellows, Mr. Saltonstall	71
John Sparke, Thos: Bishop	74	Thomas Whitred	24
Henry Archer, Mr. Symonds	18	Samuel Pod	73
Thos. Wayte Osgood		Elder Paine's farme	93
Edmund Bridges	80	John Leighton, Maxy Juett	
John Smith, Mr. Appleton	95	to have this	59
Widdow Quilter	34	Ed Neland	83
Symon Stacey	40	James How Jr.	99
Will ^m Gutterson	50	Widdow Metcalfe	
Thomas French	97	Thos. Metcalfe	
Joseph Whipple	42	John Dane	
John Safford	54	Serg. Jacobs' farme	
Jeremy Belcher	78	Jo. Newmarsh, for Hardy's house	
Samuel Younglove Sen.	26	John Newman Jr. (ho. Rog Lan-	
Thomas Manning	62	cton)	
Samuel Aires	39	Neh Abbott — 3a. adj. Good How.	
Nathaniel Ross	64	Kilieres Ross, Mr. Symonds	
Ezekiel Woodward	101	John Hassall	
Joseph Reading	41	Daniell Hovey	
Samuel Hunt	45	Tho. Clarke, tanager	
Will ^m More	14	Corpll Andrews at Averill's Hill	
Uesewl Wardwell	68	Ed Heard hath Archers	
Daniel Hovey	6	Aron Pingry	
Thomas Emerson	107	Serg ^t Tho: Waite	
Isaiah Wood	53	Joseph Fellows hath Jo. Ayres	
Robert Fitch	9	John Gidding	
Widdow Lea	106	Thos. Gidding	
John Marshall, Brabrook	85	Thomas Burnam Jun. for Jr.	
Will ^m Marshall, Scot	87	Belcher's farme, 2 acres in lieu	
Thomas Stacey farme	21	of single share	
John Cogswel	12	Liberty for firewood	
John Knolton	15	. . . . and one cow	
Samuel Ingals	76	John Knowlton	
Thomas Low Jun.	35	Obadiah Bridges	
Daniel Davison, Hubbard	69	John Frurke?	
Alexander Tompson, Whipple	29	John Dutch	
John Ross, Wardwell	103	Giles Cowes	
Will ^m Reyner	104	Sam Dutch	
Abram Foster	90	John Grow	
Isack Foster	57	Steeven Crose	
Henry Batchelor	13		

The drawing of the lots was done with perfect fairness. Though superior wealth secured an eight acre lot for the twenty-eight gentry, and the poor man had only four, the larger and smaller lots were so alternated, and the assignment made wholly by chance, that the fine upland lots fell in the main to the humbler folk, while the wealthiest had to content themselves with a lot of salt-marsh or thatch, and the sand dunes.

In November, 1665, and in the following February, some readjustments were made in the case of some, who had been overlooked, and some, whose lots "fell short of their due proportion." The determination of the Selectmen to stand squarely with their duty, regardless of fear or favor is voiced in their vote of February 6, 1665-6.

There were some others that moved for shares but the Selectmen were not satisfied with their *orant* right and therefore conceived themselves not empowered to gratify any friends yet being moved with charity toward some and pleas of others have thought meet to comend the case of these undrawn to the consideration of the Town

Goodwife Pinder an old Inhabitant and poore widow for 3 acres

Goodman Archer an old Inhabitant and poore for 3 acres

Serg't Wayte and Aaron Pengry both employed in publick office by ye towne for 3 acres apiece

Some others that have made motions to ye Selectmen we leave to make their own pleas and addresses to ye towne

The value of the upland lots, particularly, was greatly impaired by the unrestrained wandering of the cattle and swine and the Town took action on February 19, 1666-7.

Voted. Mr. Wade and Francis Wainwright to be a committy to treat with the Towne of Newbury about Plumbe Island for pr'serving it from damage by their horses and cattell and swine and if they cannot agree with them to prevent damage the Selectmen of Ipswich are apoynted to p'tition the Gen'll Court for reliefe.

At a meeting of the Selectmen the 11th of Aprill, 1667,

Ordered that all Swine that shall be found on Plumbe Island shall forfeit 12d p head for every time they shall be found and to be impounded. And for horses to forfitt 2s p head and other cattell 12d p head that shall be found upon Plumbe Island.

The loss and damage still continued and in May, 1679, the Selectmen of Ipswich appealed to the General Court for relief. They affirmed

that the whole island is in the occupation of the inhabitants of Ipswich and Newbury, who make improvement by cutting the grass and some of Ipswich by planting some small parcels thereof, and by reason of the impossibility to part the island by fencing and the proprietors of Ipswich by reason thereof finding themselves

much damnified in that their marshes were trodden to dirt and almost utterly spoiled by a multitude of horses and other cattle put thereon by those of Newbury in the winter to live of what they can get and suffered there to continue till the middle of May, if not longer which will unavoidably (as experience hath taught us) be the ruin and utter destruction of the whole island, the horses and cattle eating up the grass, that grows upon the sand hills, which gives a stop to the running of the sands in stormy weather, which otherwise would in a very short space cover all the marshes as we have found at Castle neck. Wherefore we beseech the honored court to prohibit the putting or going of any horses, cattle and so forth, upon the said island and so forth and so forth

1679. 30 May.

In ans'r to the petition of the Selectmen of Ipswich relating to Ipswich & Newbery improvement of Plum Island &c. it is ordered that no horses nor cattle be put upon sd island w'thout the consent of the major part of the proprietors of the sayd island according to laws of cornfields. Under the hands of said proprietors

Mr. Coffin, in his History of Newbury (1845), states that within the remembrance of an old lady then living, this cruel custom of turning horses and cattle on the Island for the Winter still prevailed with some Newbury farmers, and that the horses particularly emerged in the Spring wretchedly emaciated and disfigured with their hair, grown long and bushy, matted and tangled.

Despite the Order of the General Court the marsh owners continued to suffer from the invasion of cattle, and in 1739, Rev. Nathaniel Rogers of Ipswich, Henry Rolfe Esq. and others of Ipswich and Newbury, addressed another Petition,² reciting that "it is extremely difficult to secure their Salt Grass, on which they much depend for hay for their cattle, by a sufficient fence, for want of which they are not able to prevent other people's cattle from coming upon their marsh." The Petitioners were authorized to prepare a draught of a "Bill for the effectual prevention of the Mischiefs and Injuries therein suggested." This was presented forthwith, and the General Court passed the following Act.

An Act for the effectual preventi[ng] [on] of horses, neat cattle, sheep and swine from running at large or feeding upon a certain Island called Plumb Island, lying in Ipswich Bay in the County of Essex.

Whereas it appears to this Court that there is a great and valuable estate, consisting of salt meadow, lying on the island at the bottom of Ipswich Bay, called Plumb Island, which is exposed and liable to be destroyed by horses, cattle and other creatures being turned or drove on said island and feeding down the beach-grass, and treading down the sea-walls, and by ill-minded

²Acts and Resolves, Vol. XII:555.
Acts and Resolves, Vol. II:993.

persons setting fires on said island, whereby the shrubs and grass are destroyed and open a course to the sea and sand, which, if not prevented may overrun and destroy said estate and interest, to the great loss of the proprietors and no small [damage] [prejudice] of the publick: for remedy whereof

Be it enacted by His Excellency, the Governor etc.

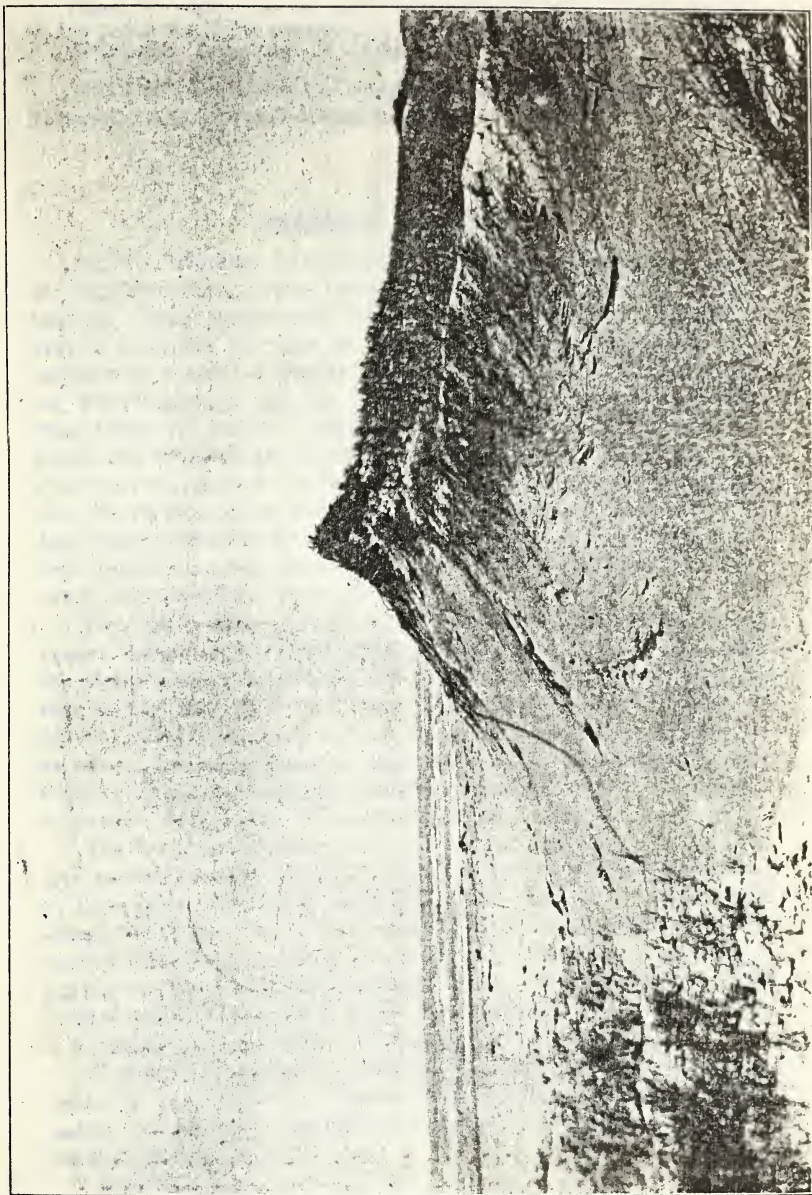
[Sect. 1.] That from and after the publication of this act, no person shall presume to turn or drive any neat cattle, horses, sheep or swine upon said island or beach, to feed at large there, upon penalty of twenty shillings a head for all neat cattle and for every horse or mare, and five shillings a head for every sheep or swine so turned to feed at large upon said island or beach: which penalty [ies] shall be recovered by any one of said proprietors or their agents being thereunto lawfully authorized, the one half of the forfeiture to be to him that shall inform and sue for the same, the other half to be for the use of the poor of the town, where the beach lies, so trespassed on.

[Sect. 2.] That it shall and may be lawful to and for any of the owners and proprietors of the said island, if they shall find any cattle, horse-kind, sheep or swine going at large upon the island or beach aforesaid, to impound the same, and to give publick notice thereof in the said town and the two next adjoining towns, and shall relieve the said creatures while impounded, with suitable meat and water; and if the owner thereof shall appear, he shall pay the sum of twenty shillings for each head of neat cattle or horse-kind, five shillings for each sheep, and five shillings for each swine found feeding as aforesaid, and costs of impounding the same; and if no owner appear within the space of six days to redeem the said cattle, horse-kind, sheep or swine so impounded, and to pay damage and costs occasioned by impounding the same, then and in every such case, any of the aforesaid proprietors impounding such cattle, horse-kind, sheep or swine, shall cause the same to be sold at publick vendue for payment of the damage . . . (publick notice of the time and place of such sale in said town where the cattle are impounded, being given forty-eight hours before hand) . . . provided, that the penalty for cattle, horse-kind, sheep and swine, impounded as aforesaid, shall not be construed to extend to any such as are truly belonging to any of the inhabitants of said island, and fed in their inclosures, but that all such cattle . . . breaking their inclosures and found feeding at large in said island, and therefore impounded, shall be liable only for damages and costs as in other cases of cattle found damage feazant: anything in this act to the contrary notwithstanding.

[Sect. 3.] That every person or persons who shall, during the continuance of this act, be convicted of setting fire to any part of said beach-grass, bushes or shrubs growing thereon, shall forfeit the sum of ten pounds. . . . but whereas, the small wood, shrubs and bushes, are of great service to prevent the sands being blown on the said meadow—

Be it further enacted—

[Sect. 4.] That whoever shall be convicted of cutting down any bushes, shrubs or tree under the dimensions of six inches diameter, growing on said beach or marsh, shall forfeit and pay the sum of ten shillings for each bush, shrub or tree



SAND DUNE. PLUM ISLAND.

[Sect. 5.] This act to continue and be in force for the space of five years from the publication thereof and no longer.
(Published December 29, 1739)

This Act was extended repeatedly for various periods until November, 1785, and probably much later.

MIDDLE ISLAND

On this Island, as it was called, now known as the Cross farm, or Jackman farm, from Reuben Jackman, a tenant or lessee, Captain Simon Wainwright of Haverhill conveyed to John Pengry, in exchange for land in Haverhill, "a parcel of upland and meadow or marsh at Middle Island, which my father, Mr. Francis Wainwright of Ipswich purchased of John Brown and William Buckley," Jan. 24, 1693 (23:280). John Brown's deed describes his transfer as "2 division lots, single lots, one upland the other marsh, lying at the end of Middle Island, towards the River, one, No. 29, granted to John Whipple, the other No. 30, granted to John Brown, bounded by the division lots of James Chute, north, the river and creek, west and south, lots of Thomas Burnham and John Leigh, east," April 22: 1668 (23:70).

Two years after his purchase from Capt. Wainwright, John Pengry bought of his brother, Moses Pengry of Newbury, two lots of upland, 6 acres, adjoining each other on Middle Island, bounded east by the Sea, west by Thomas Newmarch's upland. March 6, 1695 (11:144). He built a farm house and barn, and established as tenant, one Amos Goodye, whose name variously spelled Gaudea, Garding, Goodwin, Gourdine and Gody, appears in the list of Major Appleton's men in the Narragansett Winter campaign in 1675.

The farm was further enlarged by the purchase of adjoining lots, and on February 5, 1712-13, when he sold to Nathaniel Emerson of Gloucester, (27:90) it comprised some 20 acres of upland and marsh, with the land he purchased of Capt. Wainwright, bounded east by "the fence standing on the sea side or as far as my bounds extends to the sea ward," reaching over to Plum Island River, and Middle Island Creek, with house, barn, fences, trees, springs, etc. A lot formerly Newmarsh's was not included in the sale.

Nathaniel Emerson is an interesting figure in Plum Island annals. He was a member of the Ipswich family bearing that honored name. He had married Martha Woodward in 1685 and a goodly family had been born to them.

Nathaniel, born Dec. 26, 1686.

Stephen,

Joseph, born June 26, 1690.

Mary, born Jan. 19, 1691-2.

Broster, born June 28, 1695.

Mary, born Dec. 18, 1697.

Hannah, born Dec. 5, 1698.

Ann or Annah, born Sept. 4, 1700.

The children were all born in Ipswich, but some time prior to 1712 Mr. Emerson had removed to Gloucester. When he bought the farm on Middle Island and removed his family thither, we may presume, he was fifty-five years old, his three eldest sons had grown to man's estate, Broster was seventeen. His daughters were still in their girlhood. Nathaniel, the eldest son, married Elizabeth Whipple, daughter of Joseph Whipple, (intention Nov. 19, 1715). Their children were Elizabeth, Sarah, Mary, Martha, Priscilla, Joseph, Isaac, Priscilla, Hannah, Nathaniel.

Stephen married Mary ——— and their children were Stephen, baptized Dec. 1, 1728, died Jan. 7, 1732-3, Mary and Anstice. Stephen's wife, Mary, died Oct. 22, 1732, and on Oct. 16, 1735, he married the widow Lydia Numan or Norman of Boston.

Joseph Emerson, the third son, was a sailor in early life, but he bought three acres of upland, adjoining his father's farm on the west side, of John Newmarch, Feb. 24, 1719-20 (37:87). Two years later he married Abigail Perkins (intention Dec. 15, 1722). Though his land holding was small, he made his home on the Island. Their children were

Abraham, baptized Nov. 13, 1726.

Isaac, died July 12, 1730.

Broster, baptized April 12, 1730.

Abigail, baptized August 29, 1731.

Susanna, baptized January 14, 1732-3.

Isaac, baptized May 11, 1735.

The Town Record notes that the two last were born on Plum Island.

Joseph Emerson married a second wife, Mehitable Wheeler of Gloucester (intention Feb. 27, 1746) and their son, Joseph, was baptized Nov. 26, 1752. Mr. Emerson sold 7½ acres of upland to Joseph Noyes 3d of Newbury, May 4, 1736 (74:61) and bought 4½ acres of upland, adjoining the land just sold, of the heirs of Major Francis Wainwright, "originally laid out to John Newmarsh." May 18, 1736 (70:186).

Broster Emerson, the fourth son of Nathaniel and Martha, married Thankful Howland, "resident in Ipswich," April 4, 1728. On

October 5th, only six months after his marriage, he was drowned at Plum Island, in the thirty-fourth year of his age. The young widow put off her mourning weeds the next year, and became the second wife of Ebenezer Smith, on July 2, 1729. He built and occupied the house now owned and occupied by Charles A. Brown.

Hannah Emerson married Michael Farley, Jr., a second wife, April 15, 1724, and Ann became the second wife of Benjamin Studley (intention, June 2, 1739).

Nathaniel Emerson, styled husbandman, brother of Broster, was appointed Administrator of his estate, his sureties being Michael Farlow, styled fuller, his brother-in-law, and his brother, Joseph, styled laborer. The papers filed by the administrator, preserved in the Probate Office, give an interesting though painful picture of the family life. Nathaniel and Broster were fishermen, or fishermen and farmers, and both, apparently, made their homes on the Island. Broster was the principal figure. The Middle Island upland sloped gradually to the sheltered cove, formed by the junction of Stage and Pine Creeks. Here, in snug and safe anchorage, lay his sloops, Sea Flower and Hope. At high tide, they could be unloaded at the wharf. Near by were the fish-house, where the salt and other supplies were stored, and the flakes or stages, on which the fish were dried.

One fishing trip at least was made to Winter Harbor, the two brothers sharing in the expense. They had accounts with Samuel Wainwright, the Ipswich merchant, who supplied 6 hogsheads of Lisbon salt at 34 Shillings a hogshead on one charge, with Hovey and Studley of Ipswich, and with James Bowdoin of Boston.

The estate proved to be bankrupt and the reason is not hard to find. Broster was the victim of his love for strong drink. His meagre inventory contains the ominous items,

35 bbls. and a half of Sider at 14|	21—19—0
115 lb. of tobacco at 6|	2—17—6
Daniel Ringe had an account	
July 21, 1727 to Rum to himself	2—4—6
July 26, 1727 to Rum to himself	0—10—0

Merchant James Bowdoin, having advanced large supplies of salt and fishing tackle had hypothecated his sloop, the Sea Flower, before February, 1726-7.

The inventory and accounts have items of interest.

one sloop with Roads, ankers, & tackles belonging to her with the flout	110—0—0
19 bushels of meale at 5|6	5—3—6
2 bushels & a half of beans at 8|	1—0—0
3½ bushels of apples	0—6—0

arms and ammunition 30| books 3|	1—13—0
old Lins and Leds	3—3—0
one net	1—0—0
Oct. 21-2, 1728 to getting prizers and going with them on board the Hope, time and expense	0—7—0
to two Jorneyes to town to make up with Hovey and Studley and expense	0—7—0
Oct. 21-2 to funeral Carge for the father and child	
to 13 pair of gloves at 4|6	2—18—6
to 9 gallons of wine at 6|	2—14—0
to delivering the Hope & expenses	0—5—0

On January 15, 1730, Nathaniel Emerson, Senior, purchased of Nathaniel Knowlton, the southwest half of a dwelling and about half an acre of land on Jeffrey's Neck, "being in present tenure & possession of sd. Nathaniel Emerson, bounded by the stake fish fence & other neck lots southwest and northwest and northeast on the other half of said Neck lot and dwelling house, south east by the river." (55:177). He acquired the other half of the house, and as he had a license to sell liquor, it is a very reasonable conjecture that it afforded lodging and good cheer to the men employed at the fishery. He sold this house and land and his house, barn and 20 acres of land in Middle Island to his son, Stephen, April 11, 1738 (75:243). He died on Sept. 16th of the same year, at the age of 81 years 1 month. A depression, which probably marks the site of the cellar of the Jeffrey's Neck house, is readily seen on the slope of the hill, east of the rows of stones, which separated the flake or stage lots of the ancient fishery.

Stephen Emerson's deed from his father conveyed about 20 acres of land and marsh adjoining with the dwelling, barn and out-buildings. When he sold to Ralph Cross of Newbury, January 31, 1739-40 (96:174) he gave title to 35 acres of upland and 28 acres of marsh, including marsh and thatch, which the Commoners claimed thirty years afterward, as will be noted.

A few months after Stephen Emerson sold to Ralph Cross, on May 20, 1740, (99:72) Francis Goodhue Jr. and his wife, Elizabeth, gave a quitclaim deed "to our honored parents, Nathaniel and Elizabeth Emerson," of Mrs. Goodhue's right in the estate of her grandfather, Joseph Whipple, Joiner. It seems probable that Nathaniel was in occupancy at the time. Be that as it may, the Emerson family seems to have completed its part in Plum Island history, and nothing remains to mark their residence but the name, Emerson's Rocks, which still attaches to the rocky point, projecting from the beach into the sea.

The Emersons were succeeded by four generations of the Cross family. Ralph Cross enlarged his Plum Island farm by many purchases, though he seems to have retained his residence in Newbury, where he was a ship-builder. He bought $5\frac{1}{2}$ acres of marsh of Daniel Hodgkins, bounded by the Sea and Pine Creek, May 9: 1750 (101:124); 6 acres of marsh of John Wood, June 1: 1752 (102:16); 6 acres of marsh of Thomas Perrin, inherited from his grandfather, Thomas Perrin, bounded by the Sea, and his own land on the south, Sept. 26, 1754, (100:174); a marsh lot from William Foster, bounded south by his own, Dec. 6: 1758 (110:112); 3 acres marsh from Elizabeth, widow and executrix of Francis Cogswell, abutting on his land, March 12, 1759 (110:112); $9\frac{1}{2}$ acres of marsh from Mark Haskell Jr., bounded by the Sea and south-west by his land, Dec. 26:1760 (110:110), and a "certain parcel of thatch ground and flats in Plum Island," already included in Emerson's deed to him, but which was evidently included in the undivided common land, and the Commoners, by vote on Jan. 10, 1769, quit-claimed to him, April 24: 1769 (126:274). Mr. Cross also purchased upland in the Rowley division of Plum Island from Nathaniel and Henry Dole, in 1741, and later additions were also made.

Ralph Cross, son of Ralph, succeeded his father in the ownership, and made further enlargement by purchases from Ebenezer Caldwell, Stephen Dole and Parker Jaques. Ralph Cross, Collector of Customs, Newburyport, bequeathed the residue of his estate, including the Middle Island farm, to his sons and daughters, William, Ralph, Ebenezer and Robert, Clarinda, Sarah Johnson and Miriam Cutter.

(Will proved, Nov. 4: 1811. Pro. Rec. 381:356)

The farm was well stocked with twenty-three sheep, a dozen cows, seven oxen, young stock, etc. William Cross, son and surviving executor of the will of Ralph Cross, Esq., late of Newburyport, sold at public auction to Stephen Cross, Gentleman, of Newburyport, for \$1750, the Cross farm, "all the upland in that part of Plum Island within the Town of Ipswich, called Middle Island, with all the flats and marsh adjoining containing by estimation 150 acres, together with all the upland and meadow belonging to said Cross within the Town of Rowley, 100 acres, more or less," April 11: 1818 (217:300).

William Cross acquired possession of the Cross farm, and added to his holding, 10 acres in the Bar Island marshes, by purchase from William Burnham, and his wife, Christiana, of Lanesville, Ohio, July 29, 1818 (219:288), and 9 acres marsh bounded by the "Beach at high water mark," April 3: 1823 (232:57). He sold $2\frac{1}{2}$ acres, meadow or upland, adjoining Bar Island Creek, beginning at a

stake "on the north east side of what is called the wading place over said creek, on a line north east through my own land to the upland or sand knolls, thence on the south side of the sand knolls to Russell's meadow by said meadow to Bar Island Creek, and by said creek to the first," to Daniel Lord and Daniel Lummus, April 4, 1829. (252:23). The "wading place," still used as a ford at low tide, is a little north of the foot-bridge over Stage Island Creek.

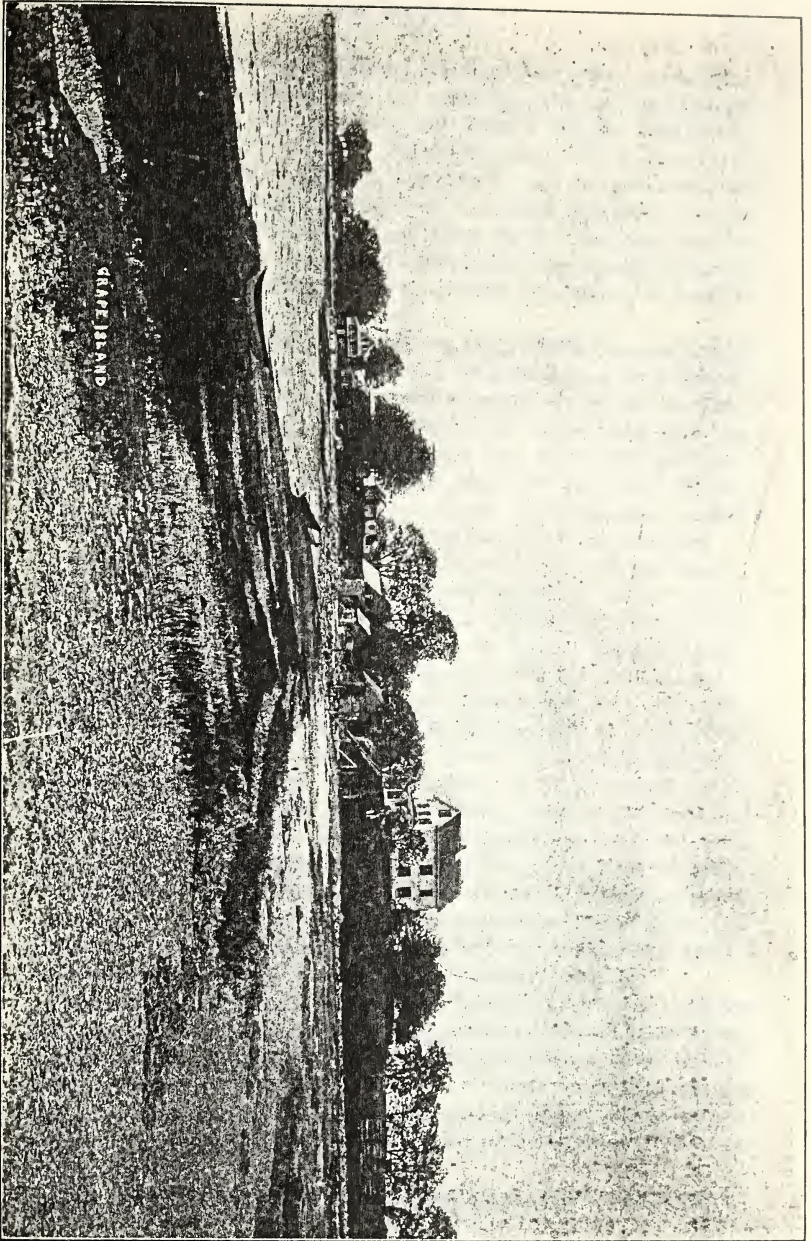
The heirs of William Cross sold the farm, which had been owned by four successive generations, the original purchase by Ralph in 1751, then by Ralph, his son, then by William, and last by William's heirs, to James Fowler, master mariner, and Stephen Osgood, caulker, both of Salisbury, March 25, 1833 (271:74). Robert Cross of Amesbury, Executor, quit-claimed to the same, October 1, 1835 (286:156), and they sold the same premises, "except a lot of marsh sold to E. Kimball and others," to Daniel Dole, October 9: 1835 (286:156).

During the latter years of the Cross ownership, Mr. Jeremiah Spiller, and his wife, Elizabeth, were the tenants or lessees of the farm. One child of their numerous family, Mary Elizabeth, who became the wife of the late John H. Blake, was born there, in the old farm house that preceded the present dwelling, on December 12, 1831. The venerable woman, still hale and hearty, remembers that the story was always told that on account of stress of weather, the Doctor was obliged to remain three days as the guest of the family. Mr. Spiller remained on the farm two years later but no other child began life in the island home.

GRAPE ISLAND

It has been noted³ that in the Petition to the General Court in 1679, it is stated that the people of Ipswich and Newbury were improving the whole of Plum Island by cutting the grass, "and some of Ipswich by planting some small parcels thereof." As the upland of Grape Island is so nearly isolated by the two creeks, Pine Creek and Grape Island Creek, a small amount of fencing would have secured the planted fields from any invasion by roaming cattle or horses. Very naturally, therefore, the first definite trace of farming operations is found here.

Jacob Perkins Sen. by grant and purchase acquired possession of several lots. On March 23d, 1685, being then sixty-one years old, he conveyed to his son, Matthew, half of two division lots, one a



GRAPE ISLAND

GRAPE ISLAND.

six acre lot that fell to Mr. William Hubbard, the other, a 4½ acre lot, "that was my own division lot, adjoining the lot that fell to Thomas Hart Sen. southeast, Samuel Hunt's marsh, northwest, the pines, northeast," (7:147). Jacob Perkins, son of Jacob, received the other half of the six acre lot, it may be presumed, as he sold to Major Wainwright one half a six acre marsh lot, which he and his brother had bought of their father, Sergeant Jacob Perkins, bounded west by Grape Island, north, the marsh formerly of Col. Thomas Wade, east, the beach, south, the marsh of Ensign Thomas Hart (Sept. 8: 1698, 13: 149).

It will be noted that in the earlier of these deeds, the east bound was the Pines, in the later, the Beach. At that time a very considerable growth of pines, many of which exceeded six inches in diameter,⁴ extended down the Island between the marsh land and the Beach. Proprietorship in this woodland was a mooted question. Some deeds gave the Sea as the eastern bound of this range of lots, others gave the Beach, and others the Pines. The discussion of this question is reserved, until the land ownerships have been studied.

Jacob Perkins made further conveyance of lots at Grape Island, upland and marsh, to Jacob and Matthew, March 13: 1693 (9:271). The brothers made division. "Agreed that Jacob's part on the end of y^e island next the Knobs lyeth next to Daniel Hovey's land." Matthew's part included "both ends of said lots and at the end of Grape Island, the poynt of y^e Island" March 20: 1693 (13:108). Matthew Perkins bought of Col. John Wainwright in April, 1699 (16:177), the 3½ acre lot of upland, which Wainwright had purchased of Benedict Pulsifer, March 30, 1698 (13:27), bounded, south by Matthew Perkins, north by Thomas Hovey, and on November 6, 1699, he added to it three acres more of upland, by purchase from John Annable, "limb-dresser," his brother-in-law, "the whole division lot that fell to Samuel Taylor, deceased, on Grape Island, bounded Southwest by Plum Island River, northwest by the upland which fell to Abraham Foster, northeast, by the ends of the marsh lots, southeast by that lot that fell to Benedictus Pulsifer," (16:176).

Matthew acquired also his brother Jacob's holding and sold to Major Francis Wainwright, "all the Island called Grape Island, being in Plum Island, excepting what marsh lots appertain to some particular persons in Ipswich . . . also the present year's rent from Luke Perkins, a Tenant upon said Island, which is five pounds in money, with the dwelling house on Grape Island," October 11:1701 (16:37).

Luke Perkins, son of Quarter Master John, and his wife, Eliza-

beth, had been notorious disturbers of the peace of Ipswich. She was a woman of venomous tongue. At the Quarter Sessions Court, March 29, 1681, she had been "presented" for "saying of her father and mother, and Abraham,⁵ Jacob and Sarah Perkins" that she wished they were all tied bak to bak that she might see them carried to the gallos thar to be hung. What do you tell me of father & mother tell me of the divell, and so said that her mother had one foot in hell all redy and the other would be thear quickly.

She made scandalous charges of gross immorality against Rev. Mr. Cobbett, Pastor of the Ipswich church, and her husband dared affirm that "Mr. Cobit was more fitt to be in a hog sty than in a pulpit."

The Grand Jury found against her for many "most opprobrious and scandalous words of an high nature agst Mr. Cobbitt and her husband's natural parents, and others of his relations, which was proved and in part owned."

Sentence was passed by the Court :

That a due testimony may be borne against such a virulent, reproachfull and wicked tongued woman, this Court doth sentence said Elizabeth to be severely whipped on her naked body, and to stand or sitt the next Lecture day in some open place in the public meeting house at Ipswich and when the Court shall direct, the whole time of the service with a paper pinned on her head, written in capital letters, for reproaching ministers, parents & relations.

The corporal punishment was remitted for a £3 fine but the remainder of the sentence was no doubt executed. Mr. Perkins was charged with theft before the Court in November, 1683, and in the following year was presented for misbehaviour at the Inn of Quarter Master Perkins. Abraham Perkins brought suit against his brother, Luke, in March, 1686, regarding a house and land. It was a happy day for old Ipswich when Luke and Elizabeth loaded their goods and chattels into a boat and set sail for the solitary Island farm.

In the apportionment of Major Wainwright's estate, Grape Island was assigned to his daughter, Lucy, wife of Samuel Waldo of Boston. They sold to Samuel Dutch, bricklayer, for £300, 22 acres, comprising the whole upland, bounded by the River and the salt marsh, Feb. 6: 1734 (68:1). The southeast bound was Lieut. Simon Wood's marsh, and the name Wood's Point was retained for many years. Dutch sold to "Nathaniel Treadwell, innholder, and John Smith y^e 4th, yeoman," with "y^e house and barn and all fence," November 17, 1736 (71:238).

⁵Abraham and Jacob were sons of Quarter Master John, and brothers of Luke. Jacob Jr. married Sarah Wainwright, 1667.

Captain John Smith died July 11, 1768. He bequeathed to his son, Cheney, his half interest in Grape Island (Pro. Rec. 345:30). Cheney Smith conveyed a quarter of Grape Island and a quarter of the marsh adjoining, "incumpassed in all parts by the River," to his brother, Charles, March 30, 1771 (129:100). Charles acquired the other quarter, and sold an undivided half of the Island, with no mention of buildings, to John Appleton, Jr., "beginning at the north-west end, running by a large ditch to Wade's Island, so called, thence by Grape Island Creek to Wood's Point," etc., Feb. 18, 1783 (140:115).

Nathaniel Treadwell, the owner of the other half, bequeathed this, "with all my marsh owned in partnership with Charles Smith, which was purchased by Newman and Harris," to his son, Aaron, (will signed July 8, 1771, Pro. Rec. 352:316), who sold to John Appleton, Jr., November 23, 1789 (151:145).

John Appleton, Jr., now the sole owner of Grape Island, died from the effects of a fall, April 12, 1798. In the division of his estate, his sister, Lucy, wife of Abraham How Jr. (intention, Dec. 14, 1752), received 17 acres, upland and marsh, the north half of Grape Island, and his sister, Elizabeth, wife of Aaron Treadwell, (intention April 18, 1767), received the south half, 27 acres of upland and marsh (Oct. 2, 1798, Pro. Rec. 366:138).

Nathaniel Howe of Hopkinton sold to Josiah Caldwell and Manning Dodge the 17 acres inherited by his mother, devised to him by his mother, Dec. 7, 1824, part conveyed to him by his sister, Lucy Boynton, April 13, 1825 (239:25) and also the remaining third part, Feb. 6, 1833 (268:147). Dodge sold his half to Caldwell May 15, 1835 (282:302). John Henry Dannels conveyed the same to Moses N. Adams of Newbury with buildings for \$500, March 12, 1841 (323:185). Moses N. Adams sold to Eben Adams and Charles W. Adams of Newbury for \$1500, May 15, 1851 (446:54), who conveyed to Elizabeth Adams, wife of Moses N., April 1, 1852 (644:24). Mrs. Adams died August 18, 1879, leaving as her heirs her children, Walter S. and Elizabeth C. Adams. Moses N. Adams, Walter and Elizabeth sold to Thomas Mackinny of Newburyport for \$3400 16 acres and buildings, May 15, 1880 (1038:101). George W. Piper and William F. Houston, Trustees of the Mackinny estate sold to James P. Cammett, Nov. 30, 1906 (1853:223).

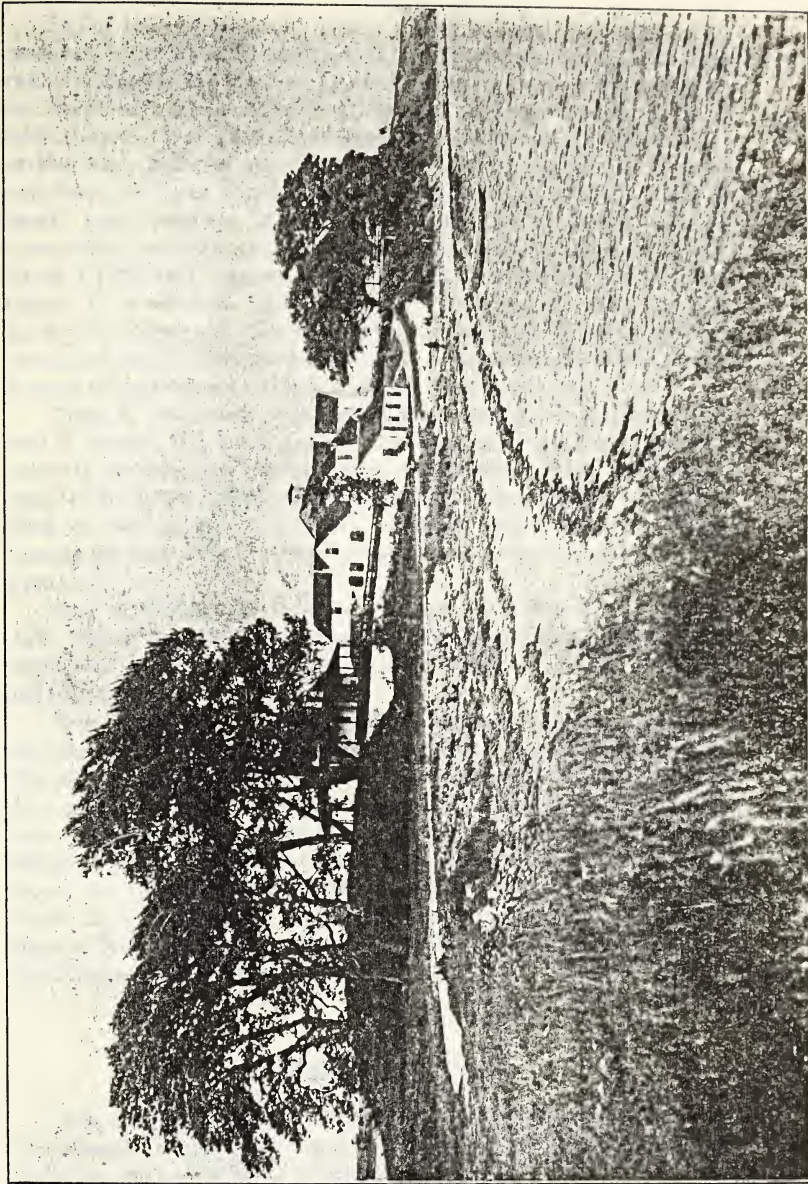
Moses N. Adams and Elizabeth sold an acre on the south side of their land, extending from Plum Island River to Grape Island Creek, 10½ rods wide, to Robert Gilmore of Ipswich, cordwainer, Nov. 5, 1862 (644:25). Robert Gilmore, then of Haverhill, sold to R. S. Spofford Jr., Sept. 25, 1865 (691:1). Albert C. Titcomb sold the

same, which had been devised to him by the will of R. S. Spofford, to Charles A. Bayley, Dec. 11, 1896 (1498:518).

The southern part of Grape Island, it has been said, was inherited by Elizabeth Treadwell, wife of Aaron, from her brother, John Appleton, about 27 acres of upland and marsh. Aaron Treadwell bequeathed it to his children, Nathaniel, Elizabeth, wife of William Sutton of Danvers, and Hannah, wife of Capt. Daniel Lord Jr., and Lucy Treadwell, daughter of Hannah by a former marriage to Nathaniel Treadwell 3d. Nathaniel Treadwell and Mrs. Sutton received each a third, Mrs. Lord and her daughter, each a sixth. Nathaniel and Mrs. Lord quitclaimed their interest to Mrs. Sutton, March 11, 1835 (871:109). (Pro. Record June 5, 1821, 404:430). After the death of her husband, Mrs. Sutton married John Baker 3d, inten. Feb. 7, 1835. John Baker, called Jr., and Elizabeth in her own right quitclaimed to Aaron Morse and Stephen Stephens, five acres of upland, "conveyed to Nathaniel Treadwell in the partition of his father's estate, and a certain other upland lot, $3\frac{1}{4}$ acres, bounded north on land of Moses Adams, south on land of Hannah Lord, being all of lot numbered one, conveyed to Elizabeth (Sutton) Baker in said partition, with adjoining marsh, containing on the west side about one acre, on the east side about three quarters of an acre," Sept. 14, 1844 (347:221). Stephens quitclaimed his interest in both lots to Morse, March 28, 1845 (352:136).

Joseph H. Smith bought the $3\frac{1}{4}$ acre lot of Morse, April 26, 1849 (410:235), and sold to Morse a small piece in the southwest corner, 4 12-17 rods wide on Plum Island river, 17 rods deep on land of Moses N. Adams, June 6, 1849 (413:205). In the deed of Ida E. Small to Nettie A. Richardson Johnson, August 20, 1914, (2285:60) this small lot is given as owned by the heirs of Stephens and Leet.

Joseph H. Smith sold to Charles Wade a small lot, 69 feet wide on Plum Island River, 55 feet deep on the heirs of Morse, April 14, 1855 (510:283), which was conveyed by Wade to Elias Smith, October 4, 1856 (539:196), and by him with a building to Moses N. Adams, August 6, 1860 (613:61). Mr. Adams acquired possession of the remainder of the lot, originally $3\frac{1}{4}$ acres, but now reduced in size by the sale of these two small lots, and sold to Josiah S. Hardy, April 1, 1857 (550:230). By power of sale given by Hardy, Moses N. Adams conveyed the same, "being the larger portion of that lot conveyed to Joseph H. Smith by Aaron Morse, Sept. 23, 1851, and being the entire lot conveyed to said Hardy by me, April 1, 1857, being premises now occupied by Josiah S. Hardy," with building to Charles A. Nason, Aug. 22, 1859 (593:138).



THE BLUFFS.
Originally called Stage Island.

Nason sold to Moses N. Adams, July 21, 1864 (671:226), who conveyed to Richard S. Spofford Jr. of Newburyport, April 3, 1865 (681:293), with the smaller lot purchased by him of Elias Smith. Mr. Spofford sold the land and building to James Small of Newbury, July 16, 1868 (752:20). Samuel S. Small bought the interest of the other heirs in the estate of the late James Small, in April and May, 1870 and April, 1871 (795:239, 797:155, 821:89). Ida E. Small, administratrix of the estate of Samuel S. Small, sold $3\frac{1}{2}$ acres with the house to Mrs. Nettie A. Richardson Johnson, August 20, 1914 (2285:60). James R. Small, Charles A. Bailey and his wife, Emma J., in her own right, Samuel Kilborn and his wife, Hannah E., in her right, and Carrie S. Leet, widow, sold to Mrs. Johnson, 9 acres of marsh, inherited from their father, Samuel S. Small, and 5 acres of marsh, in two lots, Sept. 23, 1914 (2285:61).

Lucy A. Treadwell, legatee in her grandfather's will, married Israel K. Jewett. Her heirs, Lucy S. and Elizabeth C. Jewett and others, sold $2\frac{3}{4}$ acres upland with 3 acres of adjoining marsh and another piece of marsh, 3 acres on the south side of the upland, to John D. Kilborn, Feb. 5, 1892 (1336:372). Kilborn sold to James R. Small, a strip 80 feet wide, on the northern side of the lot, Oct. 10, 1896 (1494:94).

The adjoining five acre lot, it has been noted, was sold by John Baker and his wife, Elizabeth, to Aaron Morse and Stephen Stephens. Stephens quitclaimed his interest to Morse, March 28, 1845 (352:136).

Two years later, Morse sold the same to Stephen Stevens of Chelmsford, November 10, 1847 (389:298). The administrator of the Stephens estate sold the five acre lot, with buildings, except two on leased land, to James A. Leet Jr., Nov. 12, 1878 (1011:94), who bought of Micajah Treadwell $9\frac{1}{4}$ acres of marsh, reserving the right to Charles Wade to sell or remove his house now standing upon the premises within three months from the date thereof, April 25, 1874 (903:25). Leet sold the 14 acres with buildings to Samuel Kilborn, Feb. 24, 1886 (1168:287), who conveyed to John W. Post, September 11, 1896 (1498:518).

STAGE ISLAND

The choicest portion of Plum Island, the large level fields, with the smooth, sandy beach on Plum Island River and the deep tidal creek on the east side, now known as "The Bluffs," was called Stage Island originally. The name was due without doubt to the early

use of this convenient location for the drying of fish on the fish-stages.

The first mention of private ownership is the Town Record in the year 1664, when the division into lots was made:

Twyford West is possessed of his division lott at Plumbe Island upon Stage Island, being a middle lott haveing the divission lott of Thomas Lovell toward the West a creeke toward the North the divission lott of Mr. John Paine on the East and Cornett Whipple his divission lott toward the South being pt. marsh and pt upland to enjoy to him and to his heires.

John Pengry, who had already begun his purchases of lots at Middle Island, bought six acres of upland of Dea. William Goodhue Sen. "being the eastward end of an Island commonly called Stage Island . . ." Feb. 17, 1692 (10:21). This included a lot, which was claimed by Jacob Foster, that was formerly Twyford West's. In consideration of this defect in title, William Goodhue 3d, grandson of Dea. William, conveyed to Pengry 9 acres of marsh, bounded southwest on the land in question in part, and partly on land Pengry had purchased of Lovell, and otherwise by Stage Creek, and land which Pengry purchased of Dea. Goodhue, Jan. 11, 1698-9 (15:50). Pengry was in possession of the Lovell lot in 1695, when he bought of his brother, Moses Pengry, of Newbury, three acres of upland, "having land of John Pengry, formerly Thomas Lovell" southeast, Plum Island River, southwest, his own land, west, Stage Creek, north, March 16, 1695 (11:144).

Mr. Pengry acquired the whole of the upland and adjoining marsh and built a dwelling. On March 1, 1732, he sold "a certain Island or parcel of upland, salt marsh ground and thatch bank, known by the name of Stage Island on Plum Island, about fifty acres," bounded by the River, Stage Island Creek and marsh lately Daniel Hovey's, with the dwelling house standing thereon, to Benjamin Wheeler of Gloucester, mariner (79:120), who sold to William Dodge, May 18, 1747 (90:142).

Mr. Dodge was a wealthy merchant, who had large commercial and fishing interests. The Inventory of his estate, filed April 3, 1780 (Pro. Rec. 354:77), contains the items:

1 sheepshire boat with her appurtenances	0—72—0
the schooner, Rebecca,	400—0—0
one-half brigandine, Nabby	400—0—0
one gondola	6—18—8
one Moses boat	9—0—0
130 bushels salt @ 42|	273—0—0
one-half warehouse at the Neck	12—0—0
negro man servant, Scipio	30—0—0

His business was probably located at Stage Island as well as the Neck. Mr. Dodge bequeathed to his son, Col. Isaac Dodge, "the land I purchased of Benjamin Wheeler." (Will signed March 13, 1773, Pro. Rec. 352:375). Col. Dodge was a prominent citizen, actively engaged in many business enterprises. He enlarged the Stage Island farm by many additional lots.

He bought $4\frac{1}{2}$ acres of salt marsh of Joseph Hovey, bounded northeast by the Sea, and southeast by his own land, Feb. 22, 1773 (140:121); 4 acres of salt marsh and thatch of Nathaniel Cross, adjoining his own land on Plum Island River, bounded by the Creek, northeast, July 14, 1777 (142:140); 8 acres of marsh in two lots from the estate of Moses Fitts, June 24, 1778 (140:122), and on Feb. 12, 1783 (140:119) the whole of Bar Island with out-lying marsh, 60 acres in all, from Benjamin Abbot of Pownalboro. This large tract began at "the wading place, so called," the line running south by the creek to Richard Sutton's marsh, to the southeast corner of Sutton's marsh, and by marsh of Hovey to the Sea, and by the shore line to Sandy Point and the first bounds.

BAR ISLAND

Bar Island was divided into several lots in the apportionment of 1664. Thomas Treadwell sold 6 acres of upland to Mercy, the widow of Amos Goodye, the former tenant on the Pengry farm on Middle Island,⁶ August 1, 1717 (36:131), bounded by the Sea on the east and southeast. Nathaniel Emerson sold the same lot to Benjamin Studley, ship-wright, January 7, 1734 (69:201). On November 29, 1734 (67:234), Mr. Studley bought $4\frac{1}{2}$ acres adjoining his land on the west, which John Newmarsh, son of Zaccheus, had set off to his sister, Martha Legro, on Nov. 28, and Philip and Martha Legro conveyed to him the following day. He bought of Nathaniel Emerson $4\frac{1}{2}$ acres of marsh "formerly the Young lot," adjoining the Newmarsh lot on the north, Sept. 5, 1737 (89:254).

Benjamin Studley had married Elizabeth Dutch, daughter of Benjamin Dutch, intention Nov. 20, 1714. Their family experience was singularly sorrowful. They had thirteen children, of whom two only, Elizabeth and John, lived to mature years. Eight, including three Benjamins, two Josephs, and Nathaniel, died in early infancy, within a few months after birth. A second Nathaniel attained the age of four years and ten months. Sarah lived seven years and eight months. Benjamin, their first born, died at the age of eleven. Mrs.

⁶Page 13.

Studley died on March 29, 1737, and Mr. Studley married Ann, daughter of Nathaniel Emerson of the Middle Island farm, intention June 2, 1739. Her son, Nathaniel, was baptized June 29, 1740.

Jeremiah Nelson acquired the Studley land and during his ownership apparently, a house and other buildings were built on Bar Island. We wonder who dwelt on that lonely, wind-swept headland, the roar of the surf on the Bar always in their ears, rising to tones of thunder when driven by the winter gales, shut away from the world by deep snow and the ice-bound river! Mr. Nelson sold the little farm, 30 acres of upland and marsh, with dwelling and barn, "also all fencing stuff, standing or lying on the premises," to Benjamin Wheeler of Gloucester, the former owner of Stage Island, Sept. 30, 1754 (101:287), who sold to Abraham Choate, March 28, 1768 (125:229). This deed makes no mention of any buildings, and they may have disappeared at this date.

Abraham Choate bought a dozen acres, more or less, of salt-marsh and sand knolls, bounded by the creek, and from the wading-place to the River and then by the River, and another four acre lot near by of Nathaniel Cross, April 24, 1769 (125:232). He enlarged his holding until it included 60 acres of upland, marsh and thatch and sold to James Pickard, April 9, 1774 (132:250), who sold a half-interest in the same to Jeremiah Nelson of Ipswich, Nov. 30, 1778 (140:100). Jeremiah Nelson of Pownalboro sold to Benjamin Abbot of Pownalboro, Jan. 7, 1783 (140:100) and he, as has been stated to Col. Isaac Dodge, Feb. 12, 1783 (140:119).

Col. Dodge died on June 29, 1785 at the age of fifty-three. His large estate was divided among his heirs. Stage Island and Bar Island, comprising with the outlying salt marsh and thatch banks about 120 acres, fell to his daughter Elizabeth, who had married Capt. Jabez Treadwell, July 22, 1784.

Capt. Jabez Treadwell and Elizabeth, in her own right, sold the Island property, 123 acres, to Ebenezer Sutton, yeoman, April 1, 1793 (165:50). He made his home here and died on the Island of old age, Sept. 6, 1811 at the age of eighty-three. During his occupancy Enoch Dole, it is said, built a dwelling for Beamsley Perkins, now known as "Willow Cottage." Mrs. Perkins, Mercy, daughter of Major Thomas Burnham, was the sister of Elizabeth, Capt. Jabez Treadwell's first wife, but there is no mention of a second dwelling in the Treadwell deed of conveyance to Mr. Sutton. The tidal creek that flows in back of the upland was known as Perkins's Creek.

Capt. Ebenezer Sutton, mariner and pilot, who brought the good ship "Ten Brothers," owned by William Dodge and others, safely up the Ipswich River in October, 1817, inherited Stage Island from his father. During his ownership, the most exciting episode of the

War of 1812 took place. A boat's crew from a British man-of-war, cruising off the coast, landed at the Island and killed a cow. While they were preparing to dress it and carry it to their boat, Robert Pitman, a half daft lad in Capt. Sutton's employ, bristled up to them and warned them that Capt. Sutton would soon be after them "with a passel of trainers." The officer in command annoyed by his persistence ordered his men to fire at him, but he escaped without a wound. The opportune appearance of some men on Jeffrey's Neck gave color to the lad's threat, and the invaders beat a hasty retreat, leaving their booty to the rightful owner.

Capt. Sutton sold a half interest in the Island farm to Samuel Huse of Ipswich, yeoman, "reserving to Beamsley Perkins the use of the land under his dwelling house during his natural life and liberty to his heirs to take of the house from said land after his decease," May 1, 1815 (210:224). Capt. Sutton and Elizabeth, Samuel Huse and Sally, sold to Capt. Joseph Gerrish of Newbury, master-mariner, making the same reservation as above to Beamsley Perkins, "with a right to pass in the path from Stage Island to Bar Island," Feb. 28, 1816 (210:225).

Capt. Gerrish bought a six acre marsh lot of Daniel Ross, adjoining his land on Plum Island River, Dec. 25, 1816 (212:252), and another lot and sold to Captain Daniel Lord, master mariner, and Daniel Lummus, joiner, 130 acres, and another 12 acre marsh lot on Bar Island Creek, March 20: 1828 (248:149). The new owners proceeded at once to secure the adjoining lots, purchasing 9½ acres from Abraham Balch of Topsfield, Feb. 6, 1829 (252:25); 4½ acres from Ebenezer Lord Jr. and John Day, Feb. 13, 1829 (252:23); 9 acres from John Lord Jr. and William Lummus, 3 acres from Daniel Russell and Sally, 9 acres from John Heard, 8½ acres from Dr. John Manning of Gloucester, and 2½ acres from William Cross of Newburyport at the wading place, on Feb. 14, 1829 (252:22-26), at a uniform price of \$12 per acre.

There seems to have been method in their madness. There was a prospect of a salt manufacturing scheme materializing here. Francis J. Oliver Esq. of Boston, a prominent merchant, bought 9 acres in the Bar Island marshes from the executors of the will of Col. Timothy Pickering of Salem, at the regular price of \$12 an acre, March 20, 1829 (252:26), and on April 14th Capt. Lord and Mr. Lummus sold him their large holding, nominally 300 acres, "the farm known as the Sutton farm, with marshes, sand beaches, flats, shores, buildings beginning at the west end of Sutton's Point on Stage Island, running east by the creek and across the same to marsh of William Cross, east by Cross's land over the sands to the beach

on Ipswich Bay, south by the Sea to Ipswich River, west by the River, north by Plum Island Sound to the first bound," (252:26). The shrewd Ipswich men paid a little over \$1600, they sold for \$2500.

THE SALT COMPANY

The manufacture of salt by the evaporation of sea water is an ancient industry, which is still in vogue. In the year 1652, Deacon Moses Pengry received a grant from the Town of

a parcel of land by the ware house, below Obadiah Woods fence to set up his salt pans and works and fence in his wood also liberty to fell wood out of the swamp near the Town for his use.

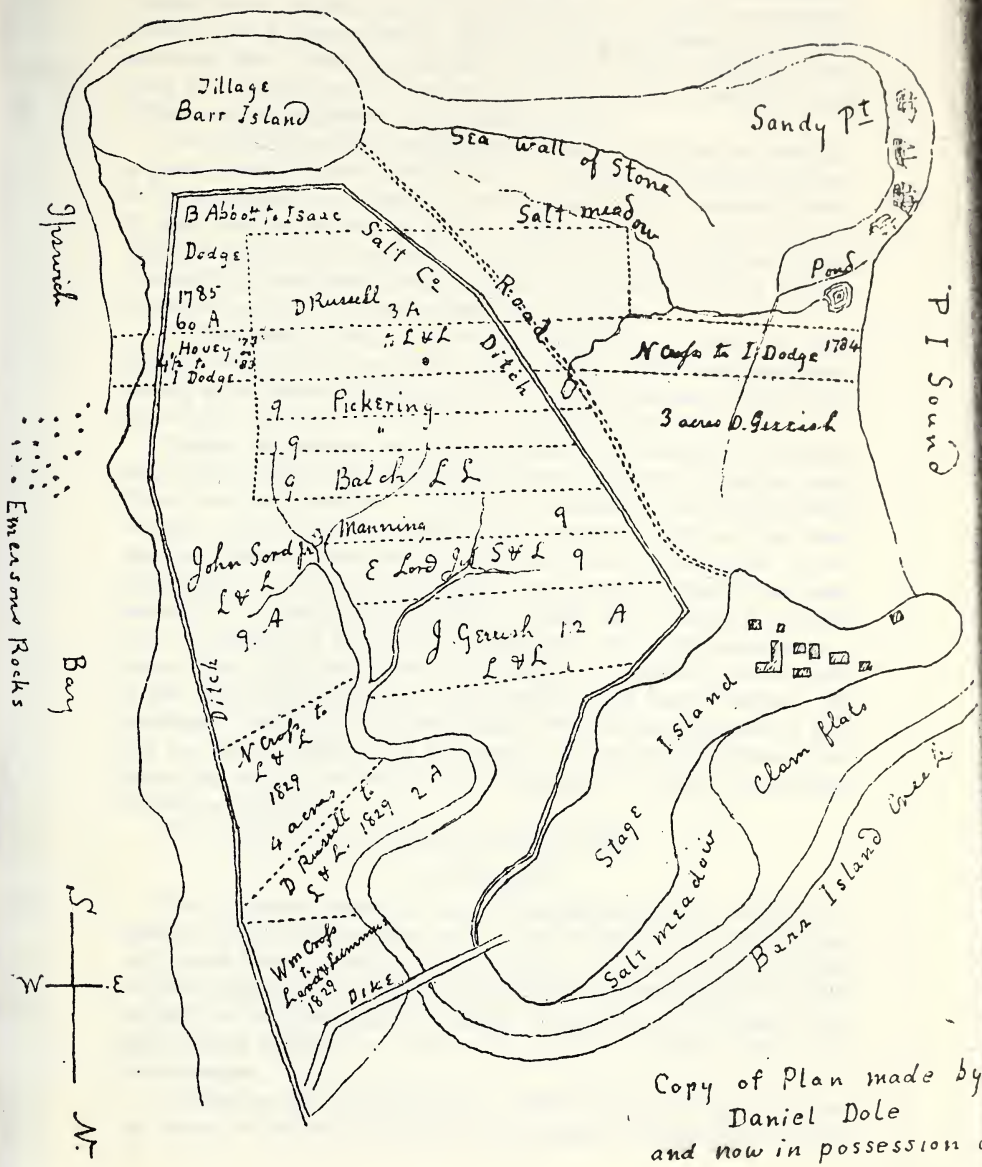
Fires were kept burning under large boilers day and night, and the water was gradually evaporated, leaving a residuum of pure salt. These primitive salt works were by the river side, near the Town landing now used by the motor boats.

Captain James Hudson of Newbury established salt works in that town, and the industry was of such importance that Ipswich voted £8 in 1769 to assist him in carrying on the works he had lately erected. In 1777, Rev. Nathaniel Whitaker of Salem petitioned for a grant of a large section of "sunken marsh," near Jeffrey's Neck, that he might erect and carry on large salt works, "which all must see is most necessary for the Publick Safety in the Present crisis." Favorable action was taken but the scheme lapsed. It remained for a Frenchman, Gilshenon by name, to work out his scheme on Plum Island. The story of his venture was told in interesting fashion by Mr. Philip D. Adams in an Historical Address delivered in Newburyport in October, 1900.⁷

Mr. Gilshenon had made examination of many localities along the coast. Coming at last to Plum Island, he went to Bar Island, and looking down on the great salt marsh, surrounded by sand knolls and high uplands, he exclaimed, "This is the best place I have seen for making salt from sea-water." He succeeded in organizing a company, of which Mr. Francis J. Oliver was apparently the chief financial backer. Mr. George W. Heard of Ipswich and other Ipswich men presumably were interested as well.

The deeds to the land were passed in April, 1829, and work was begun at once, giving employment to a considerable force of laborers. Twenty eight vats were constructed by digging the peaty sods about a foot thick and two feet wide, which were piled around the sides of the vats, providing a convenient and necessary walk around them. A canal was dug, eight feet wide and ten feet deep, connecting with

⁷Newburyport Daily News, October 26, 1900.



Copy of Plan made by Daniel Dole and now in possession of Nathaniel Dole.

the large creek, which emptied into a smaller canal, which passed near the vats. The sea water was pumped up by six old fashioned windmills to a height of twenty or thirty feet, and then was allowed to fall upon a heap of brush, through which it trickled to the vats, securing thus a large evaporating surface. Being exposed to the heat of the mid-summer sun, the water gradually dried away and crystals of salt appeared in the shallow vats.

The windmills were supplemented, when there was no wind, by a great overshot wheel, fifteen feet in diameter and five or six feet wide, suspended in an upright position from a heavy wooden frame. It was made to revolve in a very original way. A large bull was confined within the wheel, like a squirrel in his revolving cage, and his walking, tread-mill fashion, turned the wheel. Shallow buckets on the outer rim lifted the water from the canal.

A blacksmith shop and several shanties were built on Bar Island, and several teams were kept there, which were employed, among other tasks, in hauling gravel from Bar Island to build up a protection for the vats, in case of unusually high tides.

Speedy misfortune overtook the ambitious venture. Unusually heavy rains diluted the water in the open vats. Salt in paying quantities was not produced. During the summer of 1830, operations ceased. Under date of August 24, a communication to the Newburyport Herald, describes an excursion from Newburyport to the Salt Works. It states that eight or ten acres of marsh had been staked out for salt pans, but only a small part had been utilized. Two treadmills as well as the windmills, the correspondent mentions as in place, but work had nearly or completely ceased, and a loss of thirty or forty thousand dollars had been involved. He concluded his article with the remark, "The French gentleman who has the superintendence of the work, is a very intelligent man and bears the misfortune with all that buoyancy of spirit so peculiar to his countrymen."

The whole property was advertised for sale :

FOR SALE

The property known as the "Bar Island Farm," situated in Ipswich, being the southern part of Plum Island, near the mouth of Ipswich River. This property consists of about EIGHTY ACRES of good UPLAND and about ONE HUNDRED AND SEVENTY FIVE ACRES of excellent SALT MARSH. There are on the place two DWELLING HOUSES in good repair, and two BARNs, with other conveniences.

A Dam has been built across a creek running through the place by means of which, with but little expense, a good water power

may be obtained; and there are also privileges of extensive clam flats and beach which are valuable.

Also for sale six WINDMILLS with pumps and apparatus entire.

Persons wanting such machinery will seldom meet with so good an opportunity as the present affords for supplying themselves.

The above property may be viewed at any time on application to P. GILSHENON, on the premises. For terms or other particulars apply to the subscriber.

GEORGE W. HEARD.

Ipswich, Feb. 20, 1832.

If the above is unsold on the first of April next it will be LEASED.

The allusion to the water power awaiting development, by a tidal mill-wheel presumably, indicates that yet more ambitious schemes were in the air, when the bubble collapsed. Scarcely a trace of this unfortunate enterprise remains. An old well on the Bar Island upland near the marsh and several excavations near by may mark the site of the blacksmith shop and shanties, or they may date back to the earlier buildings of Jeremiah Nelson's day. An elaborate sun-dial upon a small square structure near the smaller dwelling, a work of more than ordinary intelligence, may have been due to Mr. Gilshenon's fertile mind. A small building near the shore, by its conical shape, suggests an original windmill. But the dam has been obliterated, the salt pans are no longer distinguishable, and the name of only one of the workmen, Daniel Boynton, has been preserved. His son, Warren Boynton, recalls that his father used to tell that the French superintendent appointed him Captain of the laboring squad, and that it fell to him to martial his little company in military fashion for the march to and from the Salt Works to the houses where they were quartered.

Francis J. Oliver sold all the land, no mention being made of windmills, etc., which had probably been removed, to Daniel Dole of Ipswich, yeoman, Sept. 22, 1834 (278:62) for \$1300, just half of his initial expenditure. On October 9, 1835, as has been noted, Mr. Dole bought the Cross farm in Middle Island, and thus became sole proprietor of all the upland on Middle, Stage and Bar Islands and a large portion of the marsh. In March, 1835, Nicholas Noyes of Newbury had quit-claimed to him all his right and title in all the Plum Island upland in Rowley and Newbury (282:39), and David Dole had conveyed his title to upland as well (282:40). Moses Pettingill of Newbury quitclaimed to him his interest in land in Newbury on the Island, May 31, 1842 (335:259). Ebenezer Harris and John Lummus sold him a half acre in the Grape Island marshes,

June 8, 1842 (335:287). Mr. Dole made his home for a time in Willow Cottage, and one of his children, Nathaniel, was born there, December 1st, 1841. Mr. Nathaniel Dole resides in Newburyport but spends the greater portion of the summer at his cottage on "Sutton's Point."

An issue now arose between Mr. Dole and the Town regarding his title to the beaches, sand knolls, and flats, that adjoined his holdings on Plum Island. He made this claim by virtue of the deed from Francis J. Oliver, which conveyed the Sutton farm and Pickering lot, "together with all the marshes, sand banks, flats, shores and landings belonging to the same," extending "over the sands to the beach, southerly by the Sea to Ipswich River." The deeds of Lord and Lummus and the Pickering heirs had contained the same clause, and the question raised was interesting and open to discussion.

The original vote of the Town ordering the lay out in 1665 was ambiguous.

It is agreed that the beginning of these divisions shall be at the upper end of Plum Island next Rowley and so downwards to the Barr and if the sd share cannot be layd conveniently all the breadth of the Island then the beginning shall be next the Beach and so from the upper end next Rowley down to the Barr, etc.

Various deeds of marsh lots in this division reveal the prevailing uncertainty, which was a matter of moment as a considerable growth of pine woods fringed the beach in the upland. Rev. William Hubbard, Teacher, sold to Rev. Thomas Cobbett, Pastor, a marsh lot he had purchased of Edward Coeburne in 1668, and he described the lot as bounded east by the Pines, May 9, 1693 (Ipswich Deeds, 5:600). James Chute's deed of 8 acres to Benjamin Plummer gave the upland as the east bound, May 15, 1695 (41:33). John Pengry bounded his Middle Island farm, in his deed to Nathaniel Emerson, "East, the fence standing on the sea side or as far as my bounds extends to the seaward," Feb. 5, 1712-13 (27:90), but his brother's deed to him gave his bound as the Sea, March 6, 1695 (11:144). Nathaniel Rust's deed to Zaccheus Newmarch made the Pines his bound, June 26, 1695 (27:232), and the same appears in Philemon Warner's deed to Thomas Perrin, Sept. 1, 1698 (13:91)

Evidently there was a popular demand for more precise definition of the bounds. Four men, Cornet Whipple, Robert Lord, John Leighton and Thomas Lovell, had been authorized and empowered in 1665, "to lay out the shares." It was ordered as well that they "shall goe upon a day appointed . . . and shall deliver unto him or them the possession thereof."

Two of these lot-layers made a statement under oath of their intent to give title, reaching to the Sea.

We whose names are underwritten with Captain Whipple and Robert Lord being appointed by the Selectmen of Ipswich to lay out in Divisions plumb Island Hog Island & Castle Neck according to their ordering so that there should be none left in common that none might put Cattle there did according to our order & Layd out Plumb Island hog Island and left no Common there in Castle Neck Wee layd out the marsh and Wigwam Hill and finding the Neck unfit for Division made report of the same to our masters & if it is not entered in ye Towne book the fault was Clerk Lord's. When we shewed & delivered ye Divisions to ye Inhabitants of Ipswich which fell to them on plumb Island those whose Divisions lay next ye pines & beach wee shewed & Told them they were to go with a streight line Cross ye beach till they come to ye Sea keeping ye breadth of their Division & those that did butt upon broken marsh or thatch banks should keep their breadth to ye Creek & river as they run against.

This we do attest as witness our hands.

John Leighton

Thomas Lovell Sen.

March 16, 1692-3.

Thomas Lovell Sen. personally appeared & made oath to ye truth of ye above written evidence before me

Thomas Wade, Justice Pacis

March 23, 1692-3

Then John Leighton & Thomas Lovell Sen. upon oath declared before me that they did deliver this as their return & record of their work.

Attest. Thomas Wade, Just. Pacis

I, John Wainwright, being desired by them that were ordered to Lay out & Divide plumb Island into Divisions to ye Inhabitants of Ipswich (as said Inhabitants had agreed on) to help them I did answer their request & went with them & that range of Divisions that lay next the pines & beach from Rowley line were then ordered to run to ye Sea & those Divisions that lay against broken marsh or thatch bank were to run to Crick & river and so there was no Common left there & this I do attest to witness my hand

John Wainwright

March 16, 1692-3. Then Mr. John Wainwright personally appeared and did give oath to ye truth of ye above written evidence before

Thomas Wade Justice of Peace

Essex s.s.

Ipswich, December ye 18th 1707

Then the within named Thomas Lovell & John Wainwright both personally appeared & made oath to their within written evidence Respectively desiring that they may be recorded in perpetuum rei memoriam

Sworn before.

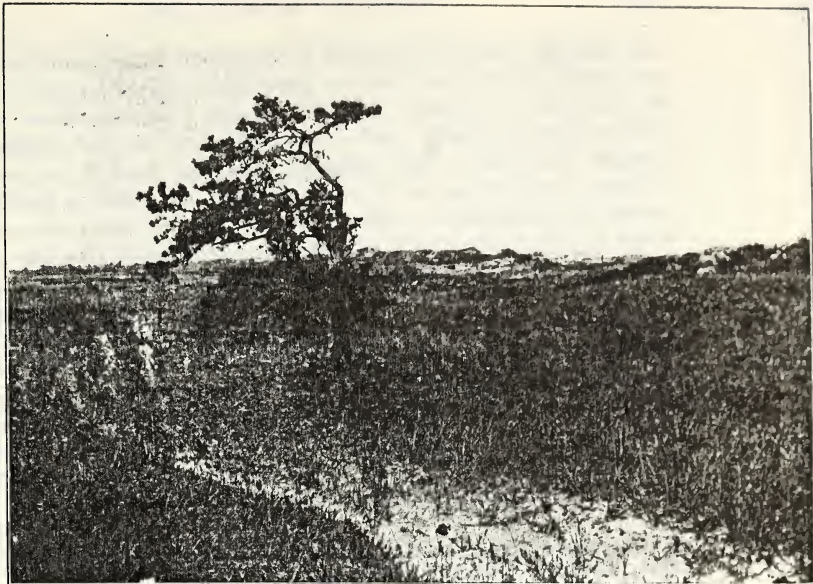
John Appleton

Francis Wainwright.

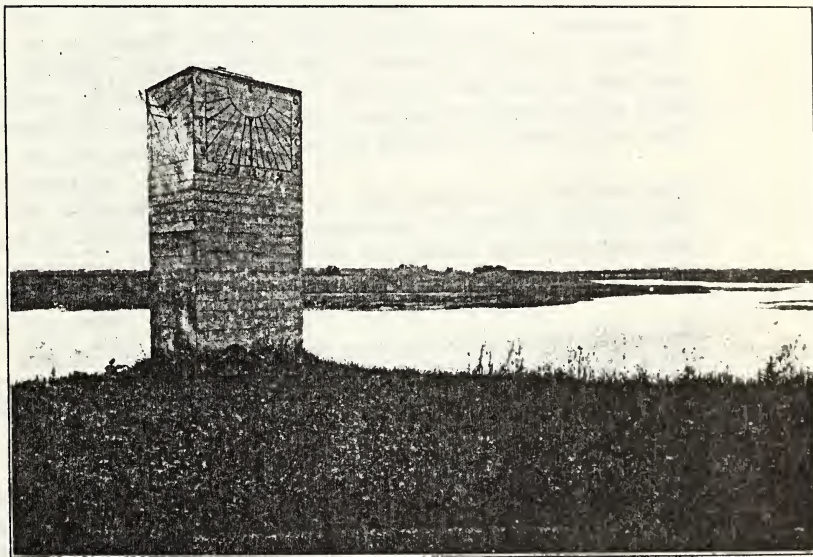
Just Pa

& Quor

(Registry of Deeds, 20:127)



THE LONE TREE. PLUM ISLAND.



THE OLD SUN DIAL AT THE BLUFFS.

This unequivocal statement of three of the men officially engaged in the lot-laying would seem to have been a final settlement of the vexed question. Captain Whipple, Ensign in 1665, one of the original lot-layers, survived until 1722. Robert Lord Sen. died in 1683, but Robert Lord, the marshal, son of the elder Robert, was living in 1692, but died in 1696. It is impossible to decide whether the father or son was the lot-layer. It may be that there was a minority that dissented from the sworn statement of their associates. However that may be, it is evident that the issue still remained in doubt.

Thomas Pinder, conveying $4\frac{1}{2}$ acres of marsh to Thomas Perrin, November 22, 1707 (26:270), made the Sea his east bound, and gave title confidently to "the pine land and pines thereon." As one deed mentions a lot, extending four rods into the pines (Ipswich Deeds 5:96, 1675), it is certain that this woodland was a valuable asset on some lots, and it is hard to understand at this far remove, why there was not a general assumption of ownership.

John Wood conveyed six acres to John Osgood, bounded east "by ye pines or ye sea, if these lotts run through," April 17, 1719 (36:49). John Appleton bounded the six acres he sold to Samuel Dutch by the upland, Sept. 1723 (42:106), but Robert Annable, conveying the same lot, March 12, 1761 (109:180), extended it to the Sea. Ebenezer Kimball, in his deed to William Dodge gave title "to the Sea if original grant extends so far," November 16, 1730 (95:260). Samuel Dutch sold 9 acres to Nathaniel Treadwell and John Smith, Nov. 17, 1736 (71:238), bounded east by the Pines. Gradually as the century passed, there was a more common claim that the lots reached to the Sea, but there were always less confident grantors.

An interesting side light on this question of ownership is found in the Records of the Commoners of Ipswich, to whom this intervening strip of pines, uplands, sand-dunes and beach belonged, if it were not the property of the individual abutters. Apparently the Commoners were not disposed to press any claim.

Feb. 26, 1721-2. The question was put Whether the Commoners would refer the Consideration of their Interest at Plumb Island till this day three weeks and

It pass'd in the Negative

On April 25, 1727, the Commoners voted to sell their right to "wood that now is or shall be hereafter standing, lying or growing in any part of Castle Neck so called, beyond Wigwam Hill to the said Symonds Epes Esq.," but they never took action regarding

the Plum Island pines. In July, 1738, the Commoners, assuming ownership of Grape Island Flats, voted to lease the west part, about 6½ acres, to Col. Thos. Berry and John Choate Esq. for a year, and authorized Aaron Potter and others to sell the east end of their flats, "being about an acre and a half of thatch bank, and also of all the Commoners Estate, Right, Title & Interest they have to the Thatch Bank called Michael's Garden and Small Nobbs of Thatch of the Commoners adjoining thereto."

A committee, appointed on July 24, 1767, to investigate the interest of Commoners in undivided lands, reported

We find at plum Island in y^e possession of Mr. Ralph Cross a considerable body of flats & thatch Nubs which appears by his deeds and by our Viewing of it to be our property.

The Commoners voted on Jan. 5, 1769.

That a quit claim deed be given to Mr. Ralph Cross of all that Marsh or Thatch ground on Plumb Island which is included in his deed, he paying the Consideration agreed upon by the Committee, and that Major John Baker is hereby impowered to make & execute a good and lawful deed of quittance.

Major Baker's deed quitclaimed thatch and flats, "bounded as set forth in Emerson's deed, reference thereto being had." Emerson's deed gave the east bound, the Sea, but Cross's title to the Pines and beach was not questioned.

In 1757, the sand banks came into notice. The Warrant for the Commoners Meeting contained the article:

To lett out the Sand Banks to the highest bidder for two years to come and also to Prosecute any Persons that have taken Sand from the Sand Bank without leave from the Commoners.

On April 22, 1757, the Commoners voted that "Capt. Jonathan Fellows of Cape Ann have the Liberty of all the Sands Lying in the Town of Ipswich for the space of one year for the sum of £2. 13s 4d. in money."

The sand banks were leased to the highest bidder in June, 1759, and Capt. Fellows was obliged to pay £6. 2s. 8d., and in 1760 Abijah Wheeler secured the privilege. The sand banks in the Chebacco River were leased out to Mr. John Fair Senior for seven years in 1769, "he not to Debarr any of said Propr^s or any Person of the town of Ipswich from taking Sand for their own use." "Voted that Mr. Jeremiah Chapman have all the Sand at the Foot of Chapman's Mill so called as the fence now stands and that he have a deed of the same."

As the clams were being dug wastefully, and often by persons from other towns, the Commoners took action on July 4, 1763, when a Clam Committee was chosen.

Voted by the major part of the interest present of the Commoners therein, belonging to y^e proprietors of the Common Lands in Ipswich & that no Person or Persons be allowed to Digg any more Clams than for their own use & to be expended in y^e Town & that all owners of Fishing Vessels & Boats shall apply to one of said Committee for Liberty to Digg Clams for their Vessels use fare by fare & no owners of vessel or vessels, Boat or Boats, shall Digg any more Clams than shall be allowed by one or more of said Committee on penalty of prosecution, sd. Committee are to allow one Bar¹ of Clams to each man of every vessel going to the Banks every Fare & so also in prop^r to Boats fishing in the Bay & a Majority of said Committee are impowered to prosecute all offenders (to this vote,) to Final Judgment and execⁿ in y^e name & behalf of sd. propr^s.

The administration of the clam flats was discussed at each annual meeting and provision made for the punishment of offenders, with allowance to poor men of Ipswich.

After discussing the transfer of Common lands to the Town for five years at least, the Commoners took action on June 9, 1788.

Voted by the major part of the interest present of the Comoners of the Common and Undivided Lands in the Town of Ipswich that they will and that they do hereby make an absolute Grant of all their Interest both Real and Personal lying within the Town of Ipswich unto the Inhabitants of the Town of Ipswich, and do also invest them with the same Powers and Priviledges and Immunities that the said Commoners were Preveous to this Grant Invested with Provided that the said Town will except of said interest on the following Condition viz.

That they will pay and make good all Lawful demands that may be made against said Commoners and that they will sell as Soon as they can without prejudice to the sale all the Lands in said Town (sand and clam flatts excepted) And the money arrising from Such Sale together with what is now in the Treasury and what is due to said Commoners after paying all just demands upon said Commoners be appropriated Soly to the payment of the Towns Debt in such way and manner as that the Polls in said Town Receive the whole advantage in Equal proportion.

Three years later, the ancient question as to the Commoners title to the beach was again mooted. The Town voted on April 4, 1791, "that the Selectmen be a Committee to examine wither the Beach & Pines on Plum Island be the property of the Town or to take any further proceeding thereon as they may think proper & to make report at the adjournment of this meeting." The Selectmen, Mr. Nathaniel Heard, Col. Nath. Wade, Lt. Jeremiah Choate and Mr. John Lamson Jr. reported on Sept. 26th. After quoting at length the votes of the Town in 1664, they stated their conclusion :

Your Committee do not find that any part of the Beach or Pines were laid out to any of the above divisions from anything that appears from the Town Records, but those records expressly mention

that the first division of shares should begin at the Beach. Upon examining the County Records they find several Deeds of Lots on Plum Island that lay in the first range were [where] the property was transferred from one person to another within a few years after the Island was divided and in describing the Bounds in those Deeds they say southeasterly by A. B. Southwesterly by —. N. E. by the Beach. Neither do your Committee find upon Record that any part of the Beach or Pines have been granted since the lying out of these Divisions in the year 1665 to persons owning lots next the Beach so as to extend them to the Sea. Therefore they are of opinion that the Beach and Pines on said Island so far as Ipswich line extends ever have been & still remain the property of the Town.

This was hardly a fair statement of the facts in the case. The Records do not "expressly mention that the first division of shares should begin at the Beach," but "if the sd share cannot be layd conveniently all the breadth of the Island then the beginning shall be next the Beach." Neither do the early deeds agree as to their eastern bound, as already noted. Of seven deeds, passed before 1700, three make the Sea the bound, and the four others, the Pines. Neither was there any recognition of the sworn testimony of the lot layers in 1692 and 1707.

No action was taken upon this Report and a half century passed before Daniel Dole asserted his right to everything down to the rolling waves on the beach. Singularly enough the contest had always been waged regarding this strip of beach on the Ocean side, on some of which, at the lower end of the Island, there was never any pine growth, apparently. On the other hand, the title deeds of all the lots abutting on Plum Island River, from the earliest times, made the River the bound, and yet for many years the Commoners seem to have made undisputed claim to the sands at Sandy Point, and leased the privilege of taking for commercial use.

The final contest now forced by Mr. Dole, was carried into the Courts. The Town Records are meagre, noting only the votes passed by the Town, but the "Answer of the Inhabitants of Ipswich by the Selectmen, duly authorized," in the case, "S. J. Court In Chancery. Daniel Dole vs. Inhabitants of the Town of Ipswich," drawn up by George Haskell, Esq., enters minutely into the various stages of the case. There was the same program of an investigating Committee, who searched the Records, the insistence that the Town had received the sands and clam flats from the Commoners upon trust, the report of the Committee on Jan. 23, 1843, recommending the sale of sands and sand knolls on the Ocean side, which were not included in the deeds of sale, the vote of the Town on March 13, 1843, and some bitter personalities arising from a falsifying

of the Records, as it was charged, in favor of the contestant, by the Clerk Pro Tem.

In the end, the Town withdrew from the suit before the Court, and the Selectmen, George Haskell, Nathaniel Scott, and Nathaniel R. Farley Jr. gave a deed to Daniel Dole, then of Newbury, for \$50, to that part of Plum Island

beginning at the point where the dividing line between Rowley and Ipswich meets the sea at low water mark, thence running south by the Atlantic Ocean to Ipswich River, thence west and north by Ipswich River and Plum Island River by Sandy Point and Stage Point to the mouth of Pine Creek, thence up said Creek to the thatch island owned by Harris and Lummus, thence up the creek on the east side of said Island to an old wharf on the Cross farm, thence by the north line of said farm until it intersects the line between the sands and the marsh on the inside of Plum Island, thence by said line between the sands and the marsh north to the Rowley line, thence east by said line to the sea at the first bound.

Nov. 4, 1844 (357:55)

In his will (signed Nov. 7, 1846), Daniel Dole bequeathed \$500 each to his children, Edward, Hallett, William, Nathaniel and Delia Dole, the rest and residue to his widow, Mary Ann Hallett Dole. (Filed March 9, 1847, Pro. Rec. 414:63). By an ante-nuptial agreement between Mrs. Dole and Dr. Charles Proctor of Rowley, she retained the property on Plum Island and elsewhere, devised her by her husband, Daniel Dole, November 27, 1849 (Registry of Deeds, 423:30).

Mrs. Proctor bequeathed all her real estate on Plum Island, in Newbury, Rowley and Ipswich, with all the stock and tools on the farm at the southerly end of the Island, to her sons, Edward and Nathaniel Dole. (Will signed Nov. 16, 1880, Pr. Rec. 481:287).

Nathaniel Dole bought of Ebenezer Harris 5 acres of marsh on Pine Creek, April 10, 1873, and 4 acres near by, June 2, 1873 (896:297); 6 acres of Ephraim Fellows in the Grape Island marshes, Sept. 27, 1884 (1190:280), and 6 acres of John Warner and Lucy H., his wife, in her own right, December 2, 1884 (1142:282).

The brothers, Edward and Nathaniel Dole, made many joint purchases of salt marsh; from Nathaniel Shatswell, 5 acres, and another lot of $7\frac{1}{4}$ acres, Dec. 18, 1893 (1423:529); from Jeannette F. Caldwell, widow of Joseph N. Caldwell, 3 lots, in the Grape Island marshes, one containing 9 acres, two, 6 acres each, March 22, 1893 (1423:524); from Elizabeth H. Baker and Lucie W. Lewis, two lots, containing 7 acres, Nov. 21, 1893 (1423:526); from Edward C. Smith of Rowley, a 14 acre lot, which was part of a 30 acre lot, owned by Col. John Wainwright, and which bore the romantic

name of "The Long Reach lot, cellar and garden,"⁸ in 1788 and probably long before, and the so-called Farley lot adjoining, May 25, 1894 (1424:523); from the First Parish of Ipswich, the five acre lot, called the Lummus lot, and another five acre marsh lot, known as the Parsonage lot, which was granted by the Town, March 10, 1681, for the use of the ministry, Sept. 18, 1894 (1423:525); from William B. Little of Newbury, land partly in Rowley, partly in Ipswich, Sept. 18, 1894 (1423:528); from Henry L. Tenney of Newbury, 3 lots, containing in all 7 acres, Sept. 21, 1894 (1423:530); from Sarah E. Twombly of Lynn and Susan H. Brown of Ipswich, 2½ acres, July 17, 1895 (1462:208); from Elizabeth M. Brown and other heirs, 9¼ acres, and 5 acres, April 22, 1896 (1494:338); from Richard Jaques of Newbury, 20 acres, Sept. 8, 1899 (1593:66) and from Daniel and N. Scott Kimball, 5 acres, Feb. 18, 1901 (1634:151). A division of "The Bluffs" was made by Edward and Nathaniel Dole by deed of November 4, 1903 (1726:327).

MARSH AND THATCH

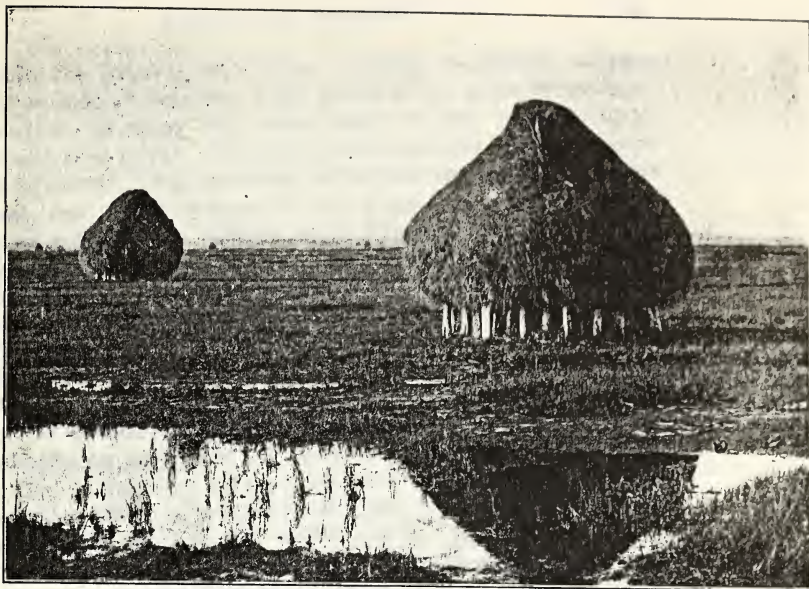
In a careful study of the Sea-Coast Swamps of the Eastern United States,⁹ Prof. N. S. Shaler remarks that "the Plum Island system of marshes is perhaps the largest of any of the swamps of this description which exist north of Long Island Sound. If we take into account the connected areas of marine swamp lying to the north and south of these on Essex, Ipswich and Hampton Rivers, the total area is more considerable than any other of the northern salt marshes, amounting in all, as will be seen from the appended catalogue, to over 20,000 acres." An incomplete survey of the Essex River marshes, one half water, gave an area of 2,846 acres; a similar survey of the Ipswich River marshes to the margin of Green's Creek gave 2,942 acres, and a similar survey of the Plum Island marshes, including Green's Creek, Rowley and Parker rivers, gave 9,280 acres.¹⁰

The first settlers attached great value to the short but succulent grass, which grows naturally on the marsh, and this vast area was cut carefully by the mowers with their hand scythes every year. On the shore marshes, the salt hay was usually made on the marsh and stacked on "staddles," rows of circular posts about two feet high, upon which platforms were built, which raised the

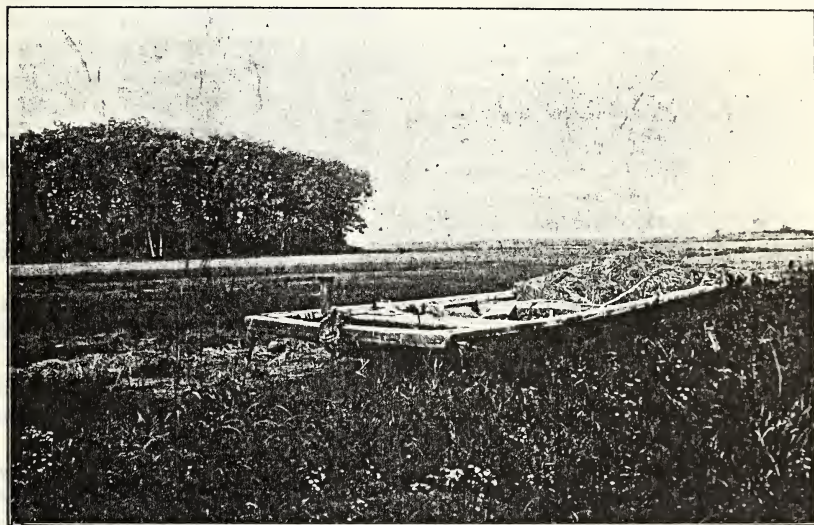
⁸The thatch bank in Plum Island River, it has been noted, also bore the name, "Michael's garden."

⁹United States Geological Survey, Sixth Annual Report, 1884-85, p. 359-398.

¹⁰Geological Survey, pp. 390, 391.



SALT HAY ON STADDLES.



A GUNDALOW.

hay above the extreme high tides. During the winter, it was removed on sleds or wagons. Until within a few years, from Town Hill hundreds of these hay stacks could be seen scattered over the miles of level marsh. The Plum Island marshes involved a more difficult problem. They could not be reached by wagons from the mainland, even in mid-winter. So the green salt grass had to be lugged on poles to the nearest creek, where it was loaded upon great gundalows. At full high tide, these ponderous and heavy-laden craft were rowed with huge sweeps across the Plum Island River to Green's Point Landing, where they were unloaded and the salty freight loaded again upon the waiting ox-carts, to be hauled home not only to the Ipswich farms, but to Topsfield, Boxford and beyond.

All the salt-marsh ground was owned by individuals, but there were great islands of thatch in Ipswich and Plum Island Rivers, which had never been granted. In the earliest years of the settlement, this coarse sedgy grass which grows on the low flats, where the roots are bared at low tides, was used for a roof covering for the rude log houses and hay stacks, and the use thus made of it gave the name, which is still in vogue. Though shingles and tiles in some cases soon supplanted the thatch, it continued to be prized for banking up the farm cellars on the outside, for bedding for cattle, to some small extent for fodder, and for a variety of other uses on the farms.

To secure an equitable distribution, the various thatch banks were sold or let out at auction each year at a meeting of the Commoners, none but Commoners being eligible to make a bid.¹¹ Before the year 1740, Appleton's Bank, the great thatch island that lies between the island, known by various names, Perkins's, Tilton's, now Treadwell's Island, and Little Neck, Hart's Knobbs, so called, the Great Flats, two parcels at Rogers's Island, Dow's Knobbs, Paine's Creek Bank, and Dillie Bank in Essex River were eagerly sought by competing bidders. Old thatch banks were worn away by heavy fields of ice and swift tides and new banks sprang up in other places. In 1730, there was a division of the new banks, which had sprung up since 1710. New names therefore appeared in later years, the Knobbs at Bull Island, the thatch bank below Manning's Point Lott, the Knobbs at Green's Creek, Knobbs at Dane's River, Corn Island marsh, etc.

The prices paid for the privilege of cutting the thatch varied greatly from year to year, for reasons which can not be known at this far remove. Thus on July 27, 1749, Hart's Knobbs was bid off for £40, Appleton's Bank, £96, and Dillie Bank, £101; but in 1750

¹¹Commoners Records.

the prices were respectively, 17s. 4d., £2-5s. 4p. and £1-12s. In April, 1780, when prices had soared as the currency depreciated, Hart's "Nubs" brought £175, the Great Flatts, £30, Dillie Bank, £53, Appleton's Bank £187, Bull Island "Nubs," £145, and the bank adjacent to Appleton's marsh, £100, but the next year found the prices, £6-5s., £1-10s., £1-10s., £7, etc.

When a favorable course of tides was in progress, the oozy, slippery banks were invaded at low water by an army of mowers in long boots, who cut the grass with their heavy scythes and loaded it upon the gundalows before the tide returned.

By a happy chance, the account books of several generations of Shatswells have been preserved and they throw light in most interesting fashion on the volume of business that was created by all this marshing and thatching. Mr. Shatswell owned the wharf at Green's Point Landing and the adjacent land, he owned the gundalows, which were in great demand by the farmers. He had a regular tariff of charges for landing salt hay and thatch at his wharf, another charge for drying it upon his land, a further charge for his ox-team to haul the hay, and a pasturage fee for the draft animals he kept while their owners went to the Island. There was much miscellaneous freighting to and from the wharf as well. So these ancient account books afford a vivid picture of the busy life in the long Past, when the Autumn days brought the hard but romantic toil on the gundalows and the distant salt meadows and thatch banks, a welcome change no doubt from the routine of labor upon the farm.

Here are some of his earliest charges:

1726, landing a freight of thatch and drying	3|
for haling off a frait of hay and drying of it	12|
for pastring your horse . . . at Pint, 30 days	10|
1728, landing a frait of thatch 3 loads	3|
1731, carting a jag of wood from the Pint	4|
1733, sledding a load of goods frum Great Neck	6|
1735, carting goods to Green's Point	
1738, carting a load of wood from the Neck	
1739, carting from Dimon Stage, frequent entries	

His horse was in demand.

1725, my horse to Boston	10|
1732, to John Tredwell, saddle and housen and bridel and tumbrel and hovel all come to	3—17—00

His quotations of current prices are interesting.

1725, 8 yards lac (lace)	8|
1735, 1 quart huckleberrys	8d
6 eggs	1s
½ pd butter	15d

3 ft. wood	3|
1739. 15 lbs. lamb	8|9
2 bushels corn	18|
1 hundred English hay	7|

His charges to individuals for a term of years reveal a surprising volume of freighting across from the "Hundreds," the thatch banks and Plum Island marshes. Between 1726 and 1735, Michael Farley landed 35 freights. William Baker was charged for landing and drying 126 loads between 1719 and 1738, Joseph Fowler, about 30 freights, 1732-1749.

In 1759, Richard Shatswell began to keep a memorandum of his "grate boat" and the "new boat." In that year, the "grate boat" was hired 25 days, between August 27 and Oct. 19, and the "new boat" 27 days. In 1760, between Aug. 21 and Nov. 15, the larger gundalow was in use 49 days, the other, 25 days. In 1779, his fleet was enlarged, and 22 days were credited to the "grate boat," 21 to the "new boat," and 16 to the "Cross boat."

During this period, the Shatswell accounts show that the wharf at Green's Point was a busy place, apart from the thatch and salt hay traffic, and that many craft made their discharges there, and took on their cargoes.

1761, Bemsley Perkins,	
to carting a jag of wood from the Pint	10|
Thomas Smith,	
to carting oyl & fish from the Point & leather from farley's	
Michael Farley	
to carting a case of draws down to the Pint from your house	20|
carting a load of clam shells from the Point	10|
Richard Sutton	
to carting 3 loads of corn from the Point	36|
Daniel Lummus	
to carting a case of draws down to the Point	
Daniel Giddings	
carting 2 barrels of rum from the Point	
Edmond Heard	
carting 2 barrels of rum from the Point to your house & carrying the barrels down to the Point.	
1762, Benjamin Caldwell,	
to my oxen to tread a bed of mortar	15|
to moreing your boat at my wharf & spreding & drying fish on said wharf	9|
to landing rum, & oyl & flour	

In 1764, the Great Stone Bridge was built, and Mr. Shatswell charged:

the town of Ipswich to part of a day's work at the brige
to a days of carting timber with my teame for the frame

for Arches from the mill & finding myself 60|
 Aug. 3. to carting gravel for the bridge

In 1766, Plato Whipple, Dea. Matthew Whipple's slave, whom the worthy Deacon made a freeman in his will and provided generously for in his declining years, had Mr. Shatswell's great gundalow a day at a cost of 22|6, and hired help for a day's thatching for 25|. Mr. Shatswell had a slave boy, Peter, who figures frequently in his accounts. In 1766:

Nathaniel Haraden of Gloucester Dr.	
to Peter a day to help you put your hay	
upon your schooner	25|
John Shatswell, to Peter half a day to help you	
get over some hay	10|

Peter was a handy man, now at work on fish at the Jeffrey's Neck fishery, now carting lumber down to the Point, or carting blubber from the water side, or working on the Island for the Pastor of the Ipswich Church, Rev. Nathaniel Rogers. Richard Shatswell did the handsome thing for his faithful servitor in his will. 1772 (Pro. Rec. 347:543).

I give my servant Peter to my wife and after her decease, Peter to be set free and be a free Man from all my heirs.

Mark Haskel was charged "with pitch to pay your boat," and Nathaniel Cross, "to pitch to pay your boat & canoe." Both these men were owners of marsh on Plum Island.

Nathaniel Shatswell, son of Richard, succeeded his father, and the business continued many years. The accounts are continuous down to 1824, and successive generations of marsh owners and thatch cutters paid their tariff for boats, for landing and drying their hay. The volume of this industry in 1803 in these accounts was 60 loads of hay, and 24 of thatch.

An interesting supplement to these old accounts is the collection of ancient "hay bills" from the public weigher at Salem, dating back to 1753. The total weight of a load of hay, driven by Richard Shatswell, himself, in December, 1753 was H. qr. lb.

	39	2	3
The weight of the cart	10	3	21

The weight of the hay	28	2	7
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A load in 1755 netted 2100 lbs. for the hay. The average weight of the hay cart over a period of forty years was half a ton, and the hay itself weighed about a ton on the average, ranging from 1390 lbs. to one that reached a ton and a half in 1775. These were the days of small things compared with the modern hay

wagon, that weighs 2500 lbs. and its burden, that may weigh two or three tons or more.

Richard Russell's two gundalows, the "Choate Boat" and the "Clark Boat," did the river freighting for many years in the mid-century. A regular fee of a dollar a day was paid, and they were in frequent use, from 1844 to 1876: 28 days in 1855, 29 in 1857, 25 in 1872, 23 in 1876. Nathan Jewett had a fleet of these clumsy craft, including the "Ranger," "Gen. Burnside," "Gen. Butler," and "the Little Boat." Mr. Eben Lord recalls one summer's work, when he made twenty-eight trips and one huge load of salt hay, rowed slowly across to Green's Point Landing, contained sixteen tons. "Big Bill Lord's" record freight was fourteen tons. Two of the Topsfield farmers, from the Middleton line, hauled the dry salt hay from the Point on huge wagons, drawn by two yoke of oxen and a horse, four tons and more at a load.

The great Plum Island marshes and the larger tract on the mainland in the "Hundreds," and the labyrinth of thatch islands, with the network of creeks and grindles are now counted of little or no value. The thatch is never cut and remains until the heavy ice cakes break it down, and the Spring tides cast it up in thick windrows upon the shores. Some of this, with its admixture of seaweed, is carted off by the farmers for compost. The salt marshes suffer almost equal neglect, as the decline of stock raising and dairying and modern ideas regarding feeding have reduced the demand for the salt-hay to a minimum. Where the marsh is firm and easily accessible, the cutting is done by the mowing-machine. Clumsy wooden "shoes" are fastened to the feet of the horses, to which they soon become accustomed, and travel over the peaty surface with surprising comfort and safety.

Green's Point Landing is rarely or never used. The old wharf and warehouse have left no trace and the old road, over which the ox-teams rumbled in the still hours of the night, is only a rut. "Marshing," especially on Plum Island, exists only in remembrance. The men and boys were up and at work by midnight, milking the bewildered cows, turning them out to pasture, doing the "chores," and getting the teams ready for the long journey to the Point. The good wives had been hard at work cooking and preparing the ample lunches, and the food was stowed in the big boxes, with a hot brick sometimes to keep it warm, with cans of coffee and sometimes a black jug with a snatch of stronger drink. It was a good day's work already when the heavy gundalow had been rowed with huge and heavy oars across the swift river and then slowly up the Creek to the shore of the marsh. But many long hours of mowing and

raking and "poling" over the long reach of marsh to the place of loading followed. It required a deft stroke of the scythe to cut the short, wiry grass, and only the seasoned mower was equal to the task of working all day with a single scythe, kept razor sharp by constant use of the "rifle."

The long day was spent when the gundalow was loaded, and if all went well, when the tide was full again, the slow return was made, the freight loaded upon the teams, and the weary workers started home. All might ride, if the team were drawn by horses, but if a yoke or two of oxen were used, one man or boy had to trudge afoot to drive the team with his "Haw" and "Gee" and sharp thrusts of his goad. But there were mischances, untimely showers, strong winds that rose unexpectedly, and sometimes there was much patient waiting and heavy toil before the load was safely moored at the dock.

The industry has gone, indeed, but the quaint names of the olden time remain, and lend romantic interest to the whole region. Besides the familiar Green's Point, dating back to the earliest times, there were Deacon Sam's Point, Brewer's Point, Safford's Point, Cross's Bank and Cross's Bank Point. There were islands as well, Baker's Island and Baker's Island Creek, Hart's Nub and Hart's Creek, Holy Island, Rogers's Island, with its dignified Rogers Island River, Bagwell's Island and the Window Frames. Parting these islands and stretching up between the Points, projecting like out-spreading fingers, are the many creeks, Kimball's, Six Goose, Wallis's, Lowe's, and Stacey's, Broad Creek, Third Creek, Metcalf's and Lord's. What living and beautiful memorials of old family names, some of which have wholly disappeared! What quaint reminders of some unknown gunner's lucky shot at a flock of wild geese, feeding in the Creek! What a rarely beautiful landscape, the vivid green of the salt grass, the clear ocean tides, the long low stretch of level marsh, always fresh, and in late summer, brilliant with the fringe of golden-rod on the edge of the upland, and the clumps of scarlet that dot the marsh!

PLUM ISLAND RIVER

No craft that ever sailed the broad and deep river is of more interest than the shallop, that bore Rev. Thomas Parker and his twenty-two friends, with their wives, children and servants, on a Spring day in 1635, from the town of Ipswich, where they had passed the winter of 1634-5, by the shore of Plum Island and up the

tidal water, called then by its Indian name, Quasacacunquen River, to a landing on the north bank, near the bridge which now spans the stream. Here they built their log cabins, about the Lower Green, where a beautiful bronze ship surmounts the slab which bears their names. So the new settlement of Newbury began. Soon these early settlers began to build ships or shallops on the banks of the river, which was named later, Parker River, after their leader and minister, and their maiden voyage was always down the Parker and Plum Island Rivers.

After a few years, the Newbury men established a sturgeon fishery on the Merrimac. William Woods, in "New England's Prospect," indulges his extravagant fancy in narrating that these great fish attained a size sometimes of twelve and eighteen feet. No doubt they abounded in the Plum Island waters as well, and it was a fine sight, when in pursuit of their prey, their huge scaly bodies leaped their full length into the air and fell back with a resounding splash. They were counted choice food when boiled in oil, and there was a considerable trade in exporting the kegs, in which the fish was packed, to Europe. Fifty years ago they were still seen leaping from the water in Ipswich River.

Whales were taken occasionally by the shore fishermen. John Higginson of Salem wrote to Symonds Epes of the Castle Hill farm, in December, 1706, "I hear a rumor of several whales," and again in September, 1707, regarding whale-boats and oars at Ipswich, "We should be in readiness for the noble sport." Five Ipswich whale-boats were impressed in 1707 for the expedition against Nova Scotia.¹² The dwellers on Plum Island, scanning the Ocean as they went about their daily tasks, had unrivalled opportunity to catch sight of the spouting, and no more convenient and safe harbor for the boats could be found, than the River beach and the sheltered creek. Seals, then as now, but more plentifully no doubt, poked their dog-like muzzles from the rivers and basked in the sun in herds on the Bar at low tide.

The finest food fishes abounded in the early days, salmon and shad, alewives and mackerel, smelt, tom-cod, eels and flounders in the shore waters, tautog, the lordly cod and all deep sea fishes in the open Ocean, not far from the Beach. Oysters were plentiful, as the shells in the Indian shell-heaps bear evidence, and a great shell, eight or ten inches long, is still dredged up occasionally in Parker River. Lobsters remained plentiful until a generation ago. The clam flats yielded their riches in endless abundance. The Plum Island dwellers could always find employment and feast to a surfeit

¹²Felt. History of Ipswich, pp. 109, 315.

on the various and rich food afforded by the flats, the river and the Sea.

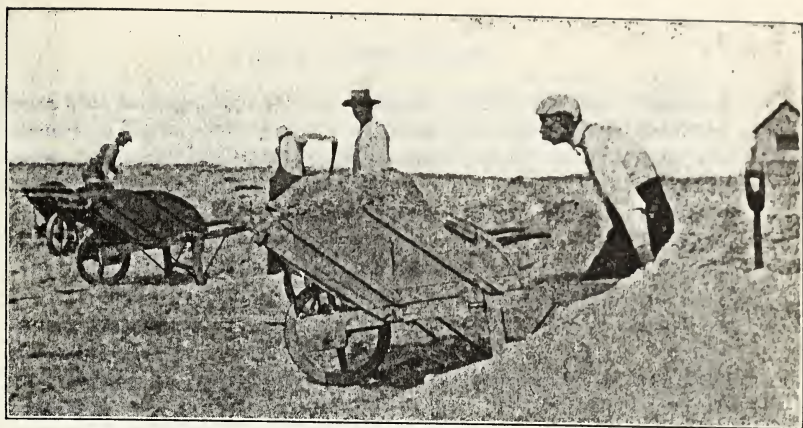
In due time, the Rowley folk began their ship-building. Duncan Stewart came from Newbury to Rowley with his sons as early as 1680, it is said, and began to build shallows and ships at Rowley Landing, which sailed down the River and over the Bar. Edward Saunders came from Scituate to Rowley, married a Rowley woman, and reared up six stout sons, most of whom worked with their father in his ship-yard.

The business at the water-side declined, but the Rowley carpenters or ship-builders adopted a very novel method. They built in their door-yards or neighboring fields fishing craft, from thirty to fifty tons burden, which were drawn by oxen down to the launching place. But Captain Nathaniel Perley eclipsed them all. He built on Rowley Common, near his dwelling, a schooner of ninety tons, and when it was finished, more than a hundred yoke of oxen, gathered from all the country-side, drew it a mile and a half to the Landing. It was well named "The Country's Wonder," and it was a brave sight for the Plum Island folk, when she sailed down the River on her maiden voyage with colors flying.

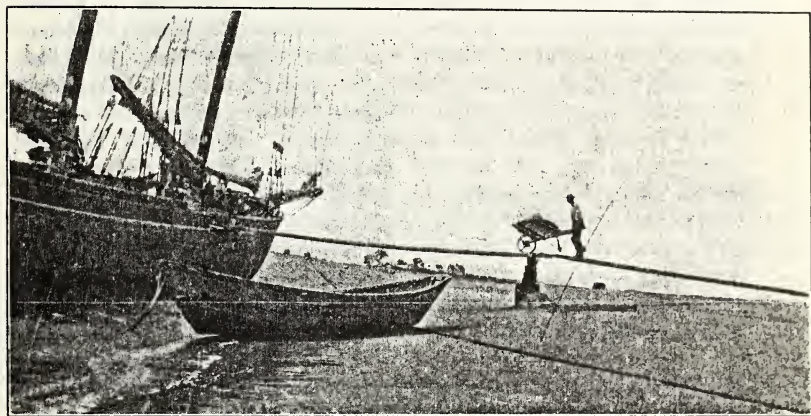
There were sloops and schooners at the Green's Point wharf, Richard Shatswell's "Hannah" and many others, Broster Emerson's "Sea Flower" and "Hope," the fleet of ships and brigs, schooners and sloops, sailing in from Sea from fishing trips or West India voyages or far foreign voyages, and the stately East Indiamen, built in the Cove ship-yard, the "Arab," the "Hebrus," and many another, coming down the Ipswich River and making sail as they crossed the Bar.

But the most extraordinary and fearful voyage of which record remains was that of two Rowley men, Samuel Pulsifer and Samuel Elwell, who went clamming on the flats between Plum Island and Hog Island up the River, in Rowley bounds, on Monday, December 4, 1786. They came to their hut on Hog Island, planning to spend the night, but a snow storm came on, and they attempted to leave the Island at low water. They soon were lost and after wandering a while, took refuge in a stack of salt hay, in which they dug a hole and camped for the night. In the morning, the tide had risen so high that it drove them to the top of the stack, and to their horror a floating field of ice struck the stack, drove it off the saddle and set it afloat.

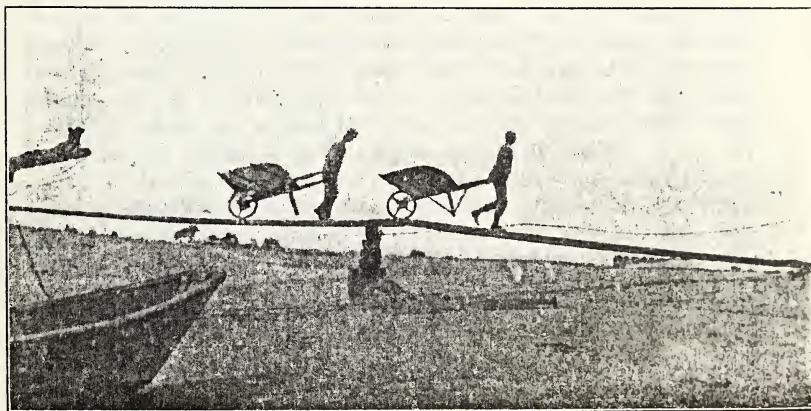
The fury of the storm was at its height. The stack was driven this way and that, and at last, just as another floated by, they felt their own separating under their feet. By rare good fortune, they



DIGGING SAND.



WHEELING.



RETURNING.

were able to leap upon the other stack, upon which they remained about two hours, suffering so much from the cold and wet that they began to feel sleepy. The friendly stack was driven at length into Smith's Cove, so called, at Smith's or Fish Island, as it has since been called, near Mr. Hudgen's farm. Here the ice prevented their approach to the shore about four rods away. After a while, they perceived that the wind and tide were driving them farther from the land. Pulsifer immediately leaped upon the ice and called to his companion to follow. Half stupefied, Elwell rallied his powers, got upon a floating cake and reached the shore. Pulcifer was obliged to wade from the ice. His legs were so benumbed that they were powerless, and it was only by moving them forward with his hands that he reached the shore.

Their spirits rose and with fresh determination they ran about, hoping to find some shelter near at hand. To their dismay, they found themselves on an island. To venture into the water meant death, to remain where they were would be fatal. Fortunately there was a stack of dry hay, into which they crawled and began to cry for help. A man passed, probably on the Neck road, but he did not hear their shouts. About an hour later, Major Charles Smith, the owner of the neighboring farm, with his two sons, came within sight of the island, in search for his strayed sheep. One of the sons saw a man on top of the stack, swinging his hat and crying for help. The Major, knowing the ground, went at once to the island, over a causeway covered by the tide about three feet deep, and brought off the distressed men. He took them to his house and cared for them until Thursday, when they were able to return to their homes.

This account was taken from the mouths of the two men, by Rev. Ebenezer Bradford, minister of the Rowley Church, and published in the Massachusetts Gazette in Dec., 1786. The storm, which so nearly caused their death, was of great severity. The tide rose to a height scarcely equalled before or since. All the salt hay on staddles on the Rowley marsh was floated off and driven on the Ipswich shore. Rowley River was frozen over soon after, and the farmers set out with their ox-teams to secure their lost hay. But it was so frozen and wedged in by the ice floes that very little was recovered and hundreds of tons were completely lost.¹³

Later day memories are of the sand schooners, which were allowed to ground upon Sandy Point. Working briskly, the crew were able to run the sand aboard in wheel-barrows and complete the loading before the schooner floated on the high tide. Charles Wade,

¹³Gage's History of Rowley, pp. 424-426.

the Grape Island recluse, had a flat-bottomed boat, which he had built and equipped with a lee-board, and a unique tender, which was fitted with wheel and handles, and served equally well as a boat in the water and a wheel-barrow on the flats. No weather was too heavy for the veteran boatman and his strange craft. The good steamer, Carlotta, after many years of useful service on Ipswich and Plum Island Rivers has been sold to Salem parties. Her place is supplied by a multitude of motor boats.

On the extreme northern end of the Island the Newburyport people built a fort in 1775-6, and again in the War of 1812, a battery was located there and on the Turnpike and garrisoned by the Coast Guard. The turnpike and bridge were built in 1806 and a small hotel was opened in 1807. A Horse-Railroad to the Island began to be operated from Newburyport in 1887, which was supplanted by the Electric Trolley line in 1894.^{13a}

BEACH AND BAR

The long miles of Sandy beach, facing the open Ocean, terminating in dangerous Bars at the north and south ends, have been the scene of many a ship-wreck and the loss of many lives. The tale begins with the mystic misdeed of Capt. Henry Main, an Isle of Shoals fisherman, who had a house by the river side in Ipswich. The Court Records make no mention of any offence, smirching his good name. But the old wives persisted in affirming that he was a wicked man, and that for some black crime he was chained to Ipswich Bar and doomed to shovel the shifting sands forever, and when the angry surf seemed to shake the very earth with its mighty roar, they used to say, "Harry Main growls at his work to-day." Traditions of Captain Kidd and his pirate crew linger as well, and some old coins that have been found have been regarded by the credulous as part of his ill-gotten booty.

The authentic records of shipwrecks and loss of life upon the Beach and Bar on the Ipswich end of Plum Island and on Castle Hill Beach begin in 1723. In that year, on May 10th, a solitary fisherman presumably, Amos Morris, was drowned while coming over the Bar. On March 10, 1755, Lieut. John Boardman and Mr. John Rogers, son of Richard Rogers, were "cast on Shore on Castle Hill Beach and Perish'd with the Cold & Snow." Richard Farrin, a gunsmith and an especially valuable man to the community, was drowned on the Bar on May 4, 1761, in the midst of the French

^{13a}Currier's History of Newburyport.

and Indian War. Daniel Ringe and Robert Spiller were cast on the Bar in a two-masted boat, in the winter of 1775-6 and lost their lives. Captain John Calef, son of Dr. Calef, on his return voyage from the West Indies, was driven upon Plum Island Beach, and drowned while attempting to reach the shore on February 19, 1782. Three Ipswich men, Isaac Galloway, Philip Lord Jr. and Thomas Lord, were "Drowned Crossing Plumb Island River in a wherry been on a claming voige" Sept 12, 1785.

A vessel belonging in Brunswick, Maine, was cast away on the Bar on November 7, 1802 and all on board perished. The body of the young Captain was recovered and buried in the old High Street Burying Ground. The stone that marks his grave bears the inscription:

Sacred to the memory of Capt. Joseph Melcher, youngest son of Mr. Joseph and Mrs. Mary Melcher of Brunswick, who perished in a storm, Nov. 7th, 1802 on Ipswich Bar in the 21st year of his age.

Amidst the raging billows drove,
My life to save in vain I strove,
And soon my strength began to flee.
I perished in the Cruel sea.
My weeping friends your silence keep
When to my Grave you come to weep.
Prepare to follow me you must
And mingle with your native dust.

The Town Records made simple mention of two wrecks, in 1804, with no clue to the names of the men or their vessels:

five men taken out of a Vessel cast ashore on Plum Island drowned in a Violent storm the Vessel and people belonged to Kittery Oct 9 and Oct 13, 1804.

. One other Vessel belonging to Kittery cast away on Ipswich Barr in the same Storm People all perished 7 in number Oct - 1804

Mr. Nathaniel Dole recalls some old graves marked with a simple stone on Bar Island Head, which may have been the burial place of some of these unknown castaways. A more pathetic remembrance is that of some poor sailor, whose body was buried deep in the shifting sands. The wind exposed his remains at last. Mr. Dole spied one day a pair of stout boots standing erect, soles upward, in the sand. Yielding to his touch, they were found to contain the remains of felt stockings and the bones of leg and foot.

More than forty years passed without any such disaster, and then came the wreck of the "Falconer," the greatest maritime disaster in Ipswich annals. The ill-fated brig, about 300 tons burden, commanded by Capt. Joseph Rowlinson, was making a passage from St. John to Boston, laden with coal and carrying passengers, her crew and passenger list numbering fifty-three persons. The

Captain made Squam Light in thick weather on Thursday night, December 15th, 1847, and tacked ship, standing to the northward. He beat about in a vain endeavor to make the open sea, until Friday morning at ten o'clock, when he dropped both anchors. One soon parted, and the other dragged slowly ashore. One mast was cut away but on Saturday morning, December 17th, she struck on the southern spit of Ipswich Bar, about three quarters of a mile from the Beach.

The sea made a complete breach over her and she leaked so badly that the water soon rose above the cabin floor and drove the passengers and crew to the deck, where they lashed themselves to the rigging, exposed to the full fury of the storm. At seven o'clock all were living. The Captain's wife and son, Charles, died in about an hour. The boat was launched and seven put off, but she was swamped and four perished.

The alarm was given in Town and many hurried to the Beach to render assistance, if possible. There was no life-boat and small boats were dragged over the sands to the shore. No attempt at rescue could be made until about noon, when the storm abated a little. William Chapman, a young sailor, then put off alone in a leaky boat and reached the brig, though his boat was filled in coming alongside. His coming gave hope and new courage to the survivors. Four boats soon arrived and all the living and the bodies of the dead were brought to the Beach. A little boy, nine years old, had been washed overboard and his body was never found.

The people on the shore stripped off their clothing and put it upon the sufferers, who were carried at once to the house of Captain Humphrey Lakeman. Several died while being carried there. The Captain lived less than an hour after reaching it. Six cabin passengers and eight steerage, beside the Captain and his wife and son, seventeen persons, including four of the five women on board, were lost. Thirty-six survived the terrible hardships of those Winter days, and were received hospitably in the homes of the Town's people. The sixteen bodies were brought to the Town Hall, where funeral services were held on Monday and a long procession followed to the old Burying Ground on High Street. The bodies of the Captain and his wife and son were afterwards sent to Belfast.¹⁴ All the rest were buried in a common grave in the corner of the cemetery, near the street. A slate slab, bearing their names, was erected a few years ago to mark the almost forgotten place of burial.

The schooner "Nancy" from Wiscasset, laden with bricks, was driven on Plum Island Beach, December 3, 1849, and five persons, the

¹⁴The Salem Register, Dec. 23, 1847.

whole crew, perished. On December 24, 1850, the schooner "Argus" of Frankfort, Maine, laden with hammered stone, was wrecked near Emerson's Rocks. Captain Allard Crockett was saved, all the rest of the crew were lost. Two men had reached shore, and wandered nearly a mile in a vain search for shelter. Their foot prints led to a tucket, where their bodies were found.¹⁵

In the great storm of April 16, 1851, in which Minot's Ledge Lighthouse was carried away, the brig "Primrose" from Pictou for Boston was driven ashore. Happily all on board were rescued and the vessel was eventually pulled off. The tide rose to an unexampled height, and flowed entirely across the Island in some places. The schooners "Ornament," "Teazer" and "Votary" and an Augusta schooner, moored at the Ipswich wharves, broke away. One dashed into a warehouse, owned by William Pulsifer, and demolished it entirely. Three of the vessels were driven ashore, high and dry, and Thomas Harris was forced from his house by the flood tide.¹⁶

No other serious casualty happened until 1883. On Saturday morning, May 26th, at half past three, the side-wheel steamer, "City Point," Capt. O. Ludlow, struck on Emerson's Rocks in a thick fog. She was bound from Annapolis, Nova Scotia, for Boston, with a crew of twenty-four and forty-one passengers, including women and children. All were brought safely to the land, though one boat was upset, and as the weather was warm, no especial hardship was suffered. The Carlotta arrived at the wreck about 10 o'clock, but was unable to render any assistance, as the steamer was already breaking up under the violence of the surf, on a rising tide, and her cargo of potatoes, halibut and eggs was being scattered on sea and beach. The walking-beam remained upright after the hull of the vessel was destroyed, but in a few days every vestige of the wreck disappeared.

The schooner "Lucy M. Collins," from New York for Ipswich with coal, struck on the Bar on August 19, 1891 and became a total loss. On May 4, 1893, the schooner "Brave" from Deer Isle was driven on the shore near Knobb's Beach and the Captain and three men were drowned. Many minor mishaps have occurred since that time, but happily no serious marine disaster has happened.

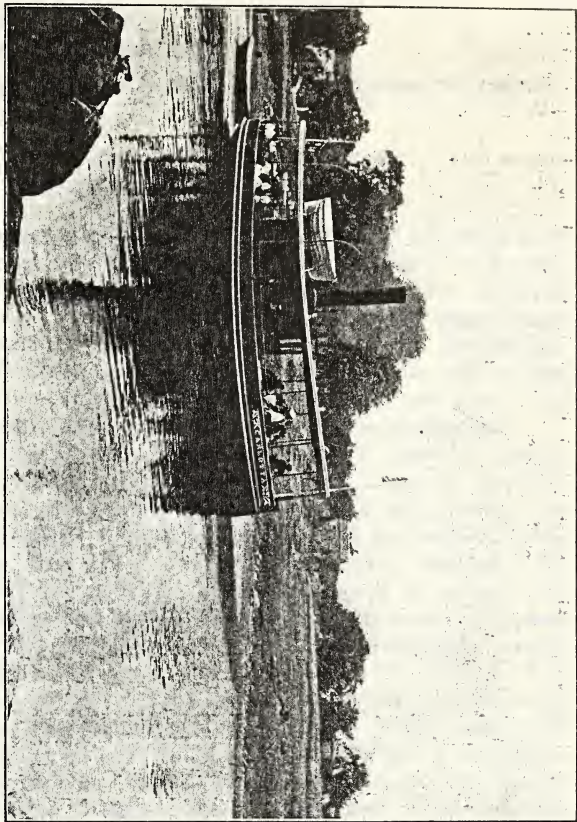
The Merrimack Humane Society of Newburyport, organized in 1802, erected three small houses on the Beach for the shelter of ship-wrecked seamen. In the summer of 1852, a new relief hut was built about three-quarters of a mile northwest of Emerson's Rocks and supplied with dry fuel, straw bedding, matches and lanterns.

¹⁵Newburyport Herald, Dec. 27, 1850.

¹⁶Salem Gazette, April 19, 1851.

It was placed in charge of Capt. J. Small, who resided on Grape Island, nearly opposite the beach, where the "Primrose" grounded. The first United States Life Saving Station on Plum Island was built at Sandy Beach in 1874, and removed in 1881 to the northerly end of the Island. In 1890, a station was established near the southern end, and a house was erected at Knobb's Beach. The beach is patrolled every night during the season of storms by the coast guard, down to the telephone hut on Bar Island bluff.¹⁷ These brave men make their rounds in the face of bitter winter winds and flying sand and snow and sleet, ready to warn of danger or give promise of relief with their Coston signal torch, and then to hasten to the rescue of the men on the stranded vessel with the life boat or the breeches buoy, when the wreck can be reached by a life line from the shore.

¹⁷Currier's History of Newbury, II: 20, 21.



THE CARLOTTA.

The Annual Meeting of the Ipswich Historical Society was held on Monday, December 3, 1917. The officers were elected as follows:

President, THOS. FRANKLIN WATERS.

Vice-Presidents, FRANCIS R. APPLETON, JAMES H. PROCTOR.

Secretary, JOHN W. NOURSE.

Treasurer, THOS. FRANKLIN WATERS.

Directors, HENRY BROWN, JAMES S. ROBINSON, ARTHUR W. DOW.

REPORT OF THE PRESIDENT

For many years our Historical Society has felt the need of a fire-proof building which would afford a safe place of deposit for the Collections, allow room for an expansion of our Museum, and provide a hall for our meetings and for many public uses. By its architecture, its tablets, its portraits and its furnishings, we plan that the hall should be distinctively a memorial of the great events in the Town history and of the good and great men and women whose names are held in honored remembrance.

In the Spring of 1917, Mrs. Alice Cogswell Bemis, a native of the town, daughter of Daniel and Mercy Cogswell, wife of Judson M. Bemis of Colorado Springs, signified her intention of making a contribution toward this object. At her request, architects were consulted and it was estimated that a building, sufficiently large for the purposes designated, could be erected for \$25,000. Mrs. Bemis then sent "a nest-egg," as she modestly termed it, of \$10,000. This was placed at once in safe investments, as the Treasurer's Report will show, and now amounts to \$10,210. The sum of \$1,000 from the receipts of our twenty-fifth anniversary was set apart as the beginning of the Building Fund, which with interest now amounts to \$1,070.34. The total Fund is \$11,280.34.

Mrs. Bemis died on October 18 of this year, at the age of 72 years, 9 months, 13 days. Flowers were sent to the funeral service at the Chapel of Newton Cemetery, in the name of the Society.

THE REPORT OF THE TREASURER, 1916

T. F. Waters in account with the Ipswich Historical Society for the year ending Dec. 1, 1916.

DR.

To Annual dues from members,	\$456.00	
To Life Membership dues,	250.00	
To Gifts from members,	15.00	
To Books sold by mail,	22.40	
Interest in Savings Bank deposit to July, 1916,	29.18	
Whipple House:		
To Door Fees, Books, etc.,	\$70.20	
Annual Supper,	100.28	170.48
		<hr/>
		\$943.06
To Cash in Treasury, Dec. 1, 1915,		975.33
		<hr/>
		\$1,918.39

CR.

By Salary of the President,	\$250.00	
Insurance,	27.00	
Envelopes, Postage, Parcel Post,	33.67	
Printing and Publications account,	38.00	
Books, etc.,	32.00	
Express,	7.29	
Lecture by Dr. Townsend,	7.85	
Incidentals,	26.45	
Whipple House:		
Fuel,	75.14	
Water,	11.00	
Repairs,	31.04	
Incidentals,	5.75	122.93
		<hr/>
		\$545.19
Deposit in Ipswich Savings Bank, with interest to July,	\$1,029.18	
Cash in Treasury,	344.02	
		<hr/>
		1,373.20
		<hr/>
		\$1,915.39

THE REPORT OF THE TREASURER, 1917

T. F. Waters, in account with the Ipswich Historical Society for the year ending Dec. 1, 1917.

DR.

To Annual dues from members,	\$448.00	
To Life Membership dues,	50.00	
To Sales of books by mail,	6.28	
Gift from a member,	8.00	
Whipple House:		
Door fees, books, etc.,	\$71.30	
Annual Supper,	126.00	197.30
		<hr/>
		\$709.58
To Cash in Treasury, Dec. 1, 1916,		344.02
		<hr/>
		\$1,053.60

CR.

By Salary of President,	\$300.00	
Printing, Envelopes, Postage,	27.93	
Books,	15.00	
Balance on Liberty Bond,	10.00	
Incidentals,		9.77
Whipple House:		
Fuel,	\$104.90	
Repairs,	112.26	
Water,	11.00	
Incidentals,	17.50	245.66
		<hr/>
		\$608.36
To Cash in Treasury,		445.24
		<hr/>
		\$1,053.60

THE MEMORIAL BUILDING FUND

Deposit in Ipswich Savings Bank, with interest to July, 1917,	\$1,070.34
Gift of Mrs. Alice Cogswell Bemis, \$10,000, with accrued interest. Invested as follows:	
Liberty Bonds, 4%,	\$3,050.00
Newburyport Inst. for Savings, int.,	20.00
Newburyport Five Cents Savings Bank, interest to October, 1917,	1,020.00
Amesbury Provident Inst. for Savings, interest to October, 1917,	1,020.00
Woburn Five Cent Savings Bank, interest to October, 1917,	1,020.00
Andover Savings Bank, interest to September, 1917,	1,020.00
Salem Five Cents Savings Bank, interest to November, 1917,	1,020.00
Danvers Savings Bank, interest to October, 1917,	1,020.00
Peabody, Warren Five Cents Savings Bank, interest to November, 1917,	1,020.00
	\$10,210.00
	\$11,280.34

MEMBERS

LIFE MEMBERS

William Sumner Appleton	. . . . .	Boston, Mass.
Albert Farwell Bemis	. . . . .	Brookline, Mass.
Ogden Codman	. . . . .	New York, N. Y.
Richard T. Crane, Jr.	. . . . .	Chicago, Ill.
Mrs. Richard T. Crane, Jr.	. . . . .	Chicago, Ill.
Cornelius Crane	. . . . .	Chicago, Ill.
Florence Crane	. . . . .	Chicago, Ill.
Mrs. Alice R. Hartshorn	. . . . .	Taunton, Mass.
Benjamin Kimball	. . . . .	Boston, Mass.
Mrs. Lora A. Littlefield	. . . . .	Brookline, Mass.
Miss Katherine Loring	. . . . .	Pride's Crossing, Mass.
Mrs. William C. Loring	. . . . .	Boston, Mass.
William G. Low	. . . . .	Brooklyn, N. Y.
Nathan Matthews	. . . . .	Boston, Mass.
George Prescott	. . . . .	Rowley, Mass.
James H. Proctor	. . . . .	Ipswich, Mass.
Thomas E. Proctor	. . . . .	Topsfield, Mass.
Charles G. Rice	. . . . .	Ipswich, Mass.
John L. Saltonstall	. . . . .	Beverly, Mass.
Richard M. Saltonstall	. . . . .	Boston, Mass.
Mrs. Charles P. Searle	. . . . .	Boston, Mass.
John E. Searle	. . . . .	Boston, Mass.
John Cary Spring	. . . . .	Boston, Mass.
Mrs. Julia Appleton Spring	. . . . .	Boston, Mass.
Eben B. Symonds	. . . . .	Salem, Mass.
Mrs. Ella C. Taylor	. . . . .	Boston, Mass.
Mrs. Harold D. Walker	. . . . .	Boston, Mass.
Thomas Franklin Waters	. . . . .	Ipswich, Mass.
Mrs. Adaline M. Waters	. . . . .	Ipswich, Mass.
Sherman L. Whipple	. . . . .	Brookline, Mass.

RESIDENT MEMBERS

Charles L. Appleton	Robert W. Bolles
Francis R. Appleton	Warren Boynton
Mrs. Frances L. Appleton	A. Story Brown
Francis R. Appleton, Jr.	Frank M. Burke
James W. Appleton	Ralph W. Burnham
Randolph M. Appleton	Mrs. Nellie Mae Burnham
Mrs. Susan A. R. Appleton	Rev. Augustine Caldwell
Mrs. Nellie T. Augur	Miss Sarah P. Caldwell
Eben H. Bailey	Mrs. Lavinia Campbell
Mrs. Elizabeth H. Baker	Jeremiah Campbell
Charles W. Bamford	Mrs. Genevieve Campbell
G. Adrian Barker	Edward W. Choate
George E. Barnard	Mrs. Mary A. Clark
Mrs. Kate S. Barnard	Philip E. Clarke
Mrs. Alice L. Blake	Miss Harriet D. Condon

Miss Roxana C. Cowles
Arthur C. Damon
Mrs. Carrie Damon
Mrs. Ellen C. Damon
Miss Edith L. Daniels
Edward L. Darling
Mrs. Howard Dawson
George G. Dexter
Miss C. Bertha Dobson
Miss Grace M. Dodge
Arthur W. Dow
Howard N. Doughty
Mrs. Charles G. Dyer
George E. Farley
Mrs. Emeline F. Farley
Miss Abbie M. Fellows
Arthur C. Glover
Charles E. Goodhue
Frank T. Goodhue
John W. Goodhue
William Goodhue
Mrs. Annie T. Grant
George H. W. Hayes
Walter E. Hayward
Mrs. Maude M. Hayward
Miss Alice Heard
John Heard
Miss S. Louise Holmes
Daniel N. Hood
Benjamin R. Horton
Joseph Increase Horton
A. Everett Jewett
Miss Lucy S. Jewett
Mrs. Harriett M. Johnson
Miss Ida B. Johnson
Miss Ellen M. Jordan
Charles M. Kelly
Rev. William J. Kelly
Fred A. Kimball
Robert S. Kimball
Mrs. Isabel G. Kimball
Gustavus Kinsman
Miss Bethiah D. Kinsman
Miss Rhoda F. Kinsman
Dr. Frank W. Kyes
Mrs. Georgie C. Kyes
Miss Sarah E. Lakeman
Miss Ellen V. Lang
Mrs. Mary S. Langdon
Austin L. Lord
Mrs. Lucretia S. Lord
Miss Lucy Slade Lord
Charles L. Lovell
Rev. Paul G. Macy
Mrs. Mary B. Maine
James F. Mann
Herbert W. Mason
Mrs. Herbert W. Mason
Eben B. Moulton
Miss Abby L. Newman
William J. Norwood
Mrs. Elizabeth B. Norwood
John W. Nourse
Mrs. Harriet E. Nourse
Rev. Robert B. Parker
Mrs. Robert B. Parker
Miss Charlotte E. Parker
William H. Rand
William P. Reilly
William J. Riley
James S. Robinson
Mrs. Anna C. C. Robinson
Frederick G. Ross
Mrs. Mary F. Ross
Joseph F. Ross
Mrs. Helene Ross
Joseph W. Ross, Jr.
Albert Russell
Mrs. Elizabeth L. Russell
Daniel Safford
Angus I. Savory
George A. Schofield
Mrs. Fannie E. Smith
Fred A. Smith
Dr. Frank H. Stockwell
Miss Lucy B. Story
John J. Sullivan
Mrs. Florence Thompson
R. Elbert Titcomb
Mrs. Miriam W. Titcomb
Miss Ellen R. Trask
Jesse H. Wade
Miss Emma E. Wait
Luther Wait
Albert F. Welch
Mrs. E. H. Welch
Miss Susan C. Whipple
Mrs. Marianna Whittier
Miss Eva Adams Willcomb

NON-RESIDENT MEMBERS

Mrs. James W. Adams	New York, N. Y.
Frederick J. Alley	Hamilton, Mass.
Mrs. Mary G. Alley	Hamilton, Mass.
Mrs. Clara R. Anthony	Brookline, Mass.
Harry E. Bailey . . . . .	. Boston, Mass.
Dr. J. Dellinger Barney . . . . .	. Boston, Mass.
Wm. Franklin Barrett . . . . .	. Chicago, Ill.
Mrs. Wm. Franklin Barrett . . . . .	. Chicago, Ill.
Miss Caroline T. Bates . . . . .	. Boston, Mass.
Miss E. D. Boardman . . . . .	. Boston, Mass.
Charles O. Blood . . . . .	. Lynn, Mass.
Mrs. Charles O. Blood . . . . .	. Lynn, Mass.
Albert S. Brown, Jr. . . . .	. Salem, Mass.
Mrs. Ellen L. Burditt . . . . .	. Boston, Mass.
Frank T. Burnham	Hall, British Columbia
James F. Butler . . . . .	. Medford, Mass.
William H. Buzzell . . . . .	. North Adams, Mass.
Miss Florence F. Caldwell . . . . .	. Philadelphia, Penn.
John A. Caldwell . . . . .	. Winchester, Mass.
Mrs. Luther Caldwell . . . . .	. Lynn, Mass.
Miss Mira E. Caldwell . . . . .	. Lynn, Mass.
Watson H. Caldwell . . . . .	. New York, N. Y.
Mrs. Fannie E. Carter . . . . .	. Lonoke, Ark.
Mrs. Ruth Lambert Cheney . . . . .	. Rowley, Mass.
Ralph P. Cheever . . . . .	. Dedham, Mass.
Mrs. Ralph P. Cheever . . . . .	. Dedham, Mass.
Rev. Washington Choate . . . . .	. Essex, Mass.
Frank E. Cogswell . . . . .	. Pipestone, Minn.
Charles Davis . . . . .	. East Milton, Mass.
Maj. Gen. George W. Davis . . . . .	. Washington, D. C.
Mrs. Harry W. Davis . . . . .	. Brookline, Mass.
Edward Dearborn . . . . .	. Lynn, Mass.
John V. Dittimore . . . . .	. Boston, Mass.
Mrs. Joseph D. Dodge . . . . .	. Lynn, Mass.
Robert G. Dodge . . . . .	. Boston, Mass.
Mrs. Sarah E. Dodge . . . . .	. Rowley, Mass.
Miss Ellen M. Dole . . . . .	. Salem, Mass.
Mrs. Grace Atkins Dunn . . . . .	. New York, N. Y.
Mrs. Clara E. Edwards . . . . .	. Hollis, Long Island
William W. Emerson . . . . .	. Haverhill, Mass.
Miss Christine Farley . . . . .	. Cambridge, Mass.
Joseph K. Farley	Koloa, Kauai, Hawaiian Islands
Mrs. Joseph K. Farley	Koloa, Kauai, Hawaiian Islands
Sylvanus C. Farley . . . . .	. Alton, Ill.
Mrs. Eunice W. Felton . . . . .	. Cambridge, Mass.
Mrs. Pauline S. Fenno . . . . .	. Rowley, Mass.
F. Appleton Flichtner . . . . .	. Southboro, Mass.
Harlan C. Foster . . . . .	. Rowley, Mass.
William E. Foster . . . . .	. Providence, R. I.
Mrs. Julia A. Foster . . . . .	. Providence, R. I.
William S. Foster . . . . .	. Rowley, Mass.

Amos Tuck French	New York, N. Y.
Mrs. Harriet P. Frothingham	Boston, Mass.
Mrs. Alva H. Gilman	Plainfield, N. J.
Mrs. Mary E. Gilman	Pittsburg, Kansas
Dr. J. L. Goodale	Boston, Mass.
Samuel V. Goodhue	Salem, Mass.
William E. Gould	Brookline, Mass.
Mrs. Amy M. Haggerty	Baltimore, Md.
Arthur W. Hale	Winchester, Mass.
Mrs. Francis B. Harrington	Boston, Mass.
Clarence L. Hay	Newbury, N. H.
H. D. Higinbotham	Joliet, Ill.
Miss Louise M. Hodgkins	Wilbraham, Mass.
Augustus T. Holmes	Camden, N. J.
Mrs. James R. Hooper	Boston, Mass.
William R. Howe	Orange, N. J.
Mrs. William R. Howe	Orange, N. J.
Gerald L. Hoyt	New York, N. Y.
Mrs. Mary Hoyt	New York, N. Y.
William P. Hubbard	Wheeling, West Va.
C. Whipple Hyde	Webster Grove, Mo.
Mrs. Lucy M. Johnson	Somerville, Mass.
Alfred V. Kidder	Cambridge, Mass.
Arthur S. Kimball	Oberlin, Ohio
Mrs. Laura U. Kohn	New York, N. Y.
Curtis E. Lakeman	Larchmont, N. J.
John S. Lawrence	Boston, Mass.
J. Francis Le Baron	Panama City, Fla.
Mrs. Caroline Le Baron	Panama City, Fla.
George H. Lewis	Los Angeles, Cal.
Richard S. Lombard	Charlestown, Mass.
Edwin R. Lord	Boston, Mass.
George R. Lord	Salem, Mass.
Mrs. Mary A. Lord	New York, N. Y.
Mrs. Frances E. Markoe	Penlynn, Pa.
Miss Mary F. Marsh	Lynn, Mass.
Mrs. Sarah L. Marsh	Lynn, Mass.
Everard H. Martin	Rome, Italy
Mrs. Marietta K. Martin	Rome, Italy
Miss Ellen D. Martin	Salem, Mass.
Albert R. Merrill	Hamilton, Mass.
Clarence T. Mooar	Roxbury, Mass.
Mrs. Eliza Mulholland	Peabody, Mass.
Guy Murchie	Boston, Mass.
Dr. Robert B. Osgood	Boston, Mass.
Moritz B. Philipp	New York, N. Y.
Mrs. Julia B. Post	New York, N. Y.
Dr. Edward Quintard	New York, N. Y.
Augustus N. Rantoul	Boston, Mass.
A. Davidson Remick	Boston, Mass.
Dr. Mark W. Richardson	Boston, Mass.
Charles F. Rogers	New York, N. Y.
Derby Rogers	New Canaan, Conn.
Miss Susan S. Rogers	Boston, Mass.

Mrs. Mary A. Rousmaniere	New York, N. Y.
Richard W. Searle	Boston, Mass.
Mr. Henry P. Smith	Brookline, Mass.
Mrs. Caroline P. Smith	Brookline, Mass.
Charles Sprague	Brookline, Mass.
Harry C. Spiller	Boston, Mass.
George F. Swain	Boston, Mass.
Arthur L. Sweetser	Boston, Mass.
Dr. E. W. Taylor	Boston, Mass.
Rev. William G. Thayer	Southboro, Mass.
Dr. Charles W. Townsend	Boston, Mass.
Frank H. Trussell	Hamilton, Mass.
Mrs. Fannie C. B. Trussell	Hamilton, Mass.
Bayard Tuckerman	New York, N. Y.
Mrs. Annie Tuckerman	New York, N. Y.
John A. Tuckerman	Hamilton, Mass.
Mrs. Ruth A. Tuckerman	Boston, Mass.
Harry W. Tyler	Boston, Mass.
Dr. Herman F. Vickery	Brookline, Mass.
Mrs. Herman F. Vickery	Brookline, Mass.
Mrs. Margaret Wade	Middleton, Mass.
Langdon Warner	New York, N. Y.
Roger Sherman Warner	Boston, Mass.
George F. Waters	Fall River, Mass.
Mrs. Charles W. Whipple	New York, N. Y.
Henry W. Whipple	Hackettstown, N. J.
T. H. Bailey Whipple	East Pittsburg, Pa.
Frank J. Wilder	Boston, Mass.
Mrs. Elizabeth Willett	East Orange, N. J.
Wallace Willett	East Orange, N. J.
Mrs. Rosamond W. Willett	East Orange, N. J.
Egerton L. Winthrop, Jr.	New York, N. Y.
Frederic Winthrop	Boston, Mass.
Thomas Lindall Winthrop	Boston, Mass.
Chalmers Wood	New York, N. Y.
Chalmers Wood, Jr.	New York, N. Y.
Chester P. Woodbury	Boston, Mass.
Joseph F. Woods	Boston, Mass.

HONORARY MEMBERS

John Albree, Jr.	Swampscott, Mass.
Frank C. Farley	So. Manchester, Conn.
Mrs. Katherine S. Farley	So. Manchester, Conn.
Reginald Foster	Boston, Mass.
Miss Alice A. Gray	Sauquoit, N. Y.
Miss Emily R. Gray	Sauquoit, N. Y.
Albert Farley Heard, 2nd	Boston, Mass.
Mrs. Otis Kimball	Boston, Mass.
Miss Sarah S. Kimball	Salem, Mass.
Henry S. Manning	New York, N. Y.

Mrs. Mary W. Manning	New York, N. Y.
George von L. Meyer	Hamilton, Mass.
Miss Esther Parmenter	Chicopee, Mass.
Denison R. Slade	Brookline, Mass.
Joseph Spiller	Boston, Mass.
Miss Ellen M. Stone	East Lexington, Mass.
W. F. Warner	St. Louis, Mo.

The Ipswich Historical Society was organized in 1890, and incorporated in 1898. It has purchased and restored to its original architecture the ancient house it now occupies, one of the finest specimens of the early Colonial style. It has issued a series of Publications which have now reached to No. XXII, which are of general interest.

We wish to commend our work and our needs to our own citizens, to those who make their summer home with us, to all, scattered throughout our land, who have an ancestral connection with the old Town, and to any who incline to help us. We can use large funds wisely in sustaining the Society, in erecting and endowing our new building, and in establishing a permanent endowment.

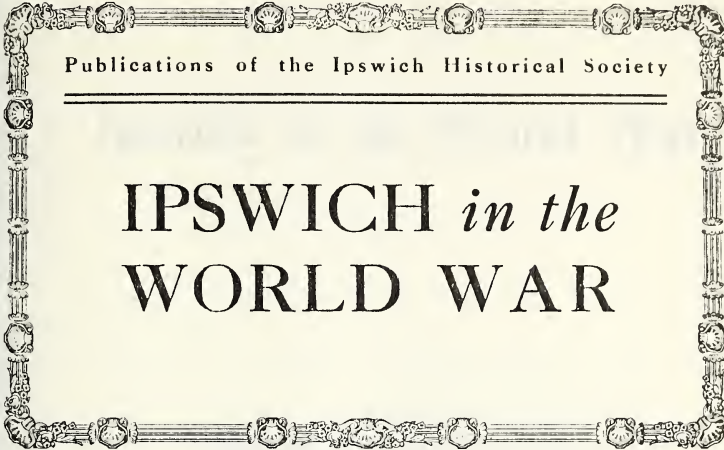
Our membership is of two kinds: An annual membership, with a yearly due of \$2, which entitles to a copy of the Publications as they are issued, and free entrance to our House with friends; and a life membership with a single payment of \$50, which entitles to all the privileges of membership.

Names may be sent at any time to the President. Orders for the Publications will be filled at once.

PUBLICATIONS OF THE IPSWICH HISTORICAL SOCIETY

- I. The Oration by Rev. Washington Choate and the Poem by Rev. Edgar F. Davis, on the 200th Anniversary of the Resistance to the Andros Tax, 1887. Price 25 cents.
- II to VII inclusive. Out of print.
- VIII. "The Development of our Town Government" and "Common Lands and Commonage," with the Proceedings at the Annual Meeting, 1899. Price 25 cents.
- IX. "A History of the old Argilla Road in Ipswich, Massachusetts," by Thomas Franklin Waters. Price 25 cents.
- X. "The Hotel Cluny of a New England Village," by Sylvester Baxter, and the History of the Ancient House, with Proceedings at the Annual Meeting, 1900. Price 25 cents. (See No. XX.)
- XI. "The Meeting House Green and a Study of Houses and Lands in that vicinity," with Proceedings at the Annual Meeting, Dec. 2, 1901. Price 25 cents.
- XII. "Thomas Dudley and Simon and Ann Bradstreet." A Study of House-Lots to Determine the Location of Their Homes, and the Exercises at the Dedication of Tablets, July 31, 1902, with Proceedings at the Annual Meeting, Dec. 1, 1902. Price 25 cents.
- XIII. "Fine Thread, Lace and Hosiery in Ipswich," by Jesse Fewkes, and "Ipswich Mills and Factories," by Thomas Franklin Waters, with Proceedings at the Annual Meeting. Price 25 cents.
- XIV. "The Simple Cobler of Aggawam," by Rev. Nathaniel Ward. A reprint of the 4th edition, published in 1647, with fac-simile of title page, preface, and headlines, and the exact text and an Essay, "Nathaniel Ward and the Simple Cobler," by Thomas Franklin Waters, 116 pp., 75 cents. Postage 10 cents. A limited edition, printed on heavy paper, bound in boards. Price, \$1.50, postage prepaid.
- XV. "The Old Bay Road from Saltonstall's Brook and Samuel Appleton's Farm," and "A Genealogy of the Ipswich Descendants of Samuel Appleton," by Thomas Franklin Waters, with proceedings at the Annual Meeting. Price 75c.
- XVI and XVII. Double number. "Candlewood. An Ancient Neighborhood in Ipswich."
With Genealogies of John Brown, 39 pp., William Fellows, 47 pp., and Robert Kinsman, 15 pp. 160 pp., octavo, with maps, full page illustrations and complete index, by Thomas Franklin Waters. Price \$1.50. Postage 8 cents.
- XVIII. "Jeffrey's Neck and The Way Leading Thereto," with notes on Little Neck. 93 pages octavo, by Thomas Franklin Waters. Price 50 cents.

- XIX. Ipswich Village and the Old Rowley Road. 76 pages, octavo, by Thomas Franklin Waters. Price 50 cents.
- XX. The John Whipple House in Ipswich, Mass., and the People who have owned and lived in it. 55 pages, octavo, by Thomas Franklin Waters. Price 50 cents.
- XXI. Augustine Heard and His Friends (Joseph Green Cogswell and Daniel Treadwell). 120 pages, octavo, by Thomas Franklin Waters. Paper covers. Price \$1.00 and postage (7 cents). Board covers, heavy paper, \$1.50 and postage (14 cents).
- XXII. Plum Island, Ipswich, Mass. Its earliest history, original land grants, land ownerships, marshes and thatch banks, beaches and sand dunes. Illustrated, with maps and many photographs of the island scenery. 64 pages, octavo, by Thomas Franklin Waters. Price 75 cents.



Publications of the Ipswich Historical Society

IPSWICH *in the*
WORLD WAR

*PUBLICATIONS OF THE IPSWICH
HISTORICAL SOCIETY
XXIII*

Ipswich in the World War

BY
THOMAS FRANKLIN WATERS

Printed for the Society
1920

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FOREWORD

The material for this last publication of the Ipswich Historical Society was collected largely by Mr. Waters himself. As may well be believed, it was his aim and purpose to make this account of the Ipswich community in the World War as full and complete as possible; and he entered upon the task with his customary enthusiasm and painstaking care for the accuracy and exactness of each and every detail of the information obtained. No one ever questioned the accuracy of his statements. Exactness and fidelity to the strict letter of the truth characterized all his work. He wrote, as it were, not only for time but for eternity as well. Had he remained with us, the possibility of error or incompleteness in this record would have been very remote indeed. But he was called away, and loving hands, for his sake, took up the work and essayed to finish the task which he had begun.

The Society is under deep and lasting obligations to Mrs. Waters for the time and untiring effort given to completing these records and preparing them for publication. Every individual case has been carefully examined and verified by repeated personal interviews; every possible attempt has been made to avoid omissions or misstatement of facts of any kind. Should these occur, the blame cannot be attributed to any lack of care or foresight on the part of Mrs. Waters. We feel that the work will adequately serve the purpose for which it was written.

Acknowledgement is due to Mr. Edward C. Brooks for his valuable assistance and continued interest in the progress of the undertaking. He has rendered a splendid service both for the Society and for the cause. To the members of the Legion our thanks are also due.

THE CHRONICLES OF IPSWICH DURING THE WAR 1917-1918

WAR DECLARED

On April 4, 1917, the Senate of the United States voted, 82 to 6, that a state of war existed between Germany and the United States, and the House of Representatives passed a similar vote on April 6, 373 to 50. The President signed the Declaration of War immediately.

MEXICAN FRONTIER SOLDIERS, 1916

A largely attended "Military Mass Meeting" had been held in the Town Hall on Friday evening, March 30th, Sergeant Myers of the Regular Army, Major Thomas Walsh, Sergeant Hammond of Co. II, 8th Mass. Regiment, Lieut. McDade and others made patriotic addresses, advocating preparedness for the war that now seemed inevitable, and urged the young men to enlist in the Home Guard.

A fine group of Ipswich men had seen service on the Mexican frontier in the summer of 1916. Sergeant Eugene V. H. Gilbert, Corporals Elmer S. Cowperthwaite, Charles A. Mallard and his brother Frank W. Mallard, Terrence H. Perkins and Privates Garland H. Dort, Charles T. Saunders, Chester A. Seahill, Demison Wallace and Demis J. Warner were enrolled in Co. II, 8th Mass. Infantry. Sergeant Floyd R. Bruce, Corporal Rodney C. Bamford, and Privates Wallace Bruce, Carl W. Conant, Arthur Drapeau, Henry Lavoie, Frank H. Morgan, Ellery S. Webber, Roger S. Winch were members of Co. A, 1st Mass. Field Artillery. Most of these men were present at the Mass Meeting in uniform, distributed enlistment blanks, and encouraged enlistment. Fifteen names or more were secured.

FIRST ENLISTMENTS

By the middle of April the young men were enlisting rapidly. Frank Barney, Omar A. Godin, Albert L. Meunier, Alfred E. Wade, and A. Harold Wilson had joined Co. II, 8th Mass., the Salem company. Walter R. Prentiss had enlisted in the Navy. Francis M. Riley had enlisted in Detroit, in the U. S. Marines, John Edward Norman, Jr., had been assigned to the U. S. N. Radio Station at Bar Harbor, Me., as radio operator. Emulating the example of the youth of '61, three of them, Barney, Godin and Meunier, were only seventeen years old, young Wade was twenty.

PUBLIC SAFETY COMMITTEE

A Public Safety Committee was organized at once. Dr. Frank W. Kyes was chosen chairman, Charles E. Goodhue, secretary, and Howard N. Doughty, treasurer. Sub-committees were appointed: a Military Committee, to organize a Home Guard, Walter E. Hayward, chairman, George A. Schofield and George E. Hodgkins; a Food Committee, to consider food conservation, cultivation of the land, etc., in response to the President's appeal to practice economy and plant gardens, John A. Brown, chairman, Charles E. Goodhue and G. Adrian Barker; and a Finance Committee, to raise necessary funds, George H. W. Hayes, chairman, Herbert W. Mason and Howard N. Doughty. The Public Safety Committee was soon enlarged by the election of James W. Appleton and Roger S. Warner as members.

GARDEN PLOTS

Many applications for garden plots were received at once, and an equally ready response was made by land owners, allowing free use of their land. Mr. Doughty was chosen Executive Manager for general supervision of this work, and under his wise and enthusiastic leadership the gardens developed rapidly. Two large fields, one, owned by Mr. George E. Farley, on the Topsfield road, and a twelve acre lot on Washington street, offered by Mr. Michael Ryan, a four acre lot, owned by the Boston

and Maine Railroad, back of the freight house, and a portion of the playground on Boxford road, were plowed and harrowed by the Committee, the applicants for lots providing their own fertilizer and seed. The Town voted an appropriation of \$500 to cover this outlay.

FOOD SUPPLY VOLUNTEERS

Twenty-three boys and girls between the ages of 10 and 14 years were enrolled as the Ipswich Food Supply Volunteers, to be available for light garden and farm work, subject to the limitations of school attendance, at a specified rate for their labor. The Public Safety Committee reported in the middle of May that 119 applications for land had been received. These gardens were cultivated very carefully, and large supplies of vegetables were harvested.

The Town Hall soon began to resound with the tread of men engaged in military drill. To avoid the inconvenience and expense of the local members of Co. H in attending drill in Salem, the weekly drill was held in the Hall, under the charge of Sergeant Gilbert and Corporals Mallard and Cowperthwaite. There were twenty-five men in line by mid-April.

IPSWICH PROTECTIVE VOLUNTEERS

The Ipswich Protective Volunteers, a company organized for local protection, numbered seventy-five early in May, 1917, and weekly drills in the Hall were conducted by Sergeant Gilbert and Corporal Cowperthwaite. Richard H. Campbell and Sidney H. Perley were in the first enrollment at the Officers Camp at Plattsburg.

RED CROSS

A public meeting was held in the Town Hall on Friday evening, May 18, to organize a Branch of the Red Cross. Officers were chosen: Dr. F. W. Kyes, president; Judge G. H. W. Hayes, vice-president; Mr. George E. Hodgkins, treasurer, and Miss Ellen V. Lang, secretary. The Executive Board was composed of the officers and Mrs. George H. W. Hayes, Mrs. R. E. Titcomb, Mr. Herbert

W. Mason, Mrs. Herbert W. Mason, Dr. George E. MacArthur, Mr. Howard N. Doughty, Mr. Charles M. Kelly, Miss Susan Brown, Miss Alice Heard, and Mrs. Bayard Tuckerman. Home Service Committee: Mrs. George E. Hodgkins, chairman; Mrs. Fred A. Nason, secretary; Judge G. H. W. Hayes. Mr. Frederick S. Witham acted as auditor. Mr. George E. Barnard was treasurer of the Red Cross membership drives. Mrs. H. N. Doughty was chairman of the work-room committee, with Mrs. Kyes vice-chairman, and Mrs. Frances R. Appleton and Mrs. Robert B. Parker in charge of surgical dressings. Mrs. G. F. Langdon had charge of the knitting.

FIRST LIBERTY LOAN, MAY, 1917

The First Liberty Loan was opened for popular subscription in May, 1917, the Government called for \$2,000,000,000, with interest at 3½ per cent., exempt from all taxation except estate or inheritance taxes, and exchangeable for any subsequent issue at a higher rate. The Ipswich apportionment was \$120,000. Elaborate and striking posters were issued from Washington, making strong appeal to the patriotism of the citizens.

LIBERTY LOANS COMMITTEE

A large and representative committee had the canvass in charge, consisting of Howard N. Doughty, chairman, G. Adrian Barker, August Benedix, John H. Cameron, Joseph J. Ciolik, George E. Farley, Charles H. Galligan, Walter E. Hayward, Charles M. Kelly, Mrs. Robert S. Kimball, Edward Marcaurelle, Charles A. Martel, Arthur Pechilis, Ernest H. Pickard, Frank E. Raymond, William J. Riley, George A. Schofield, Luther Wait, Albert F. Welsh, Zebulon Witham and John Wolejko. This committee, with few exceptions, served through the five successive loans.

The canvass was conducted with great enthusiasm, and generous subscriptions carried the total to \$140,000 early in June. To warn late subscribers of the approaching close of the subscription list, by a nation-wide agreement the church bells were sounded on Monday night, June 11,

four times, to indicate that only four more days remained; on Tuesday night, three times; on Wednesday, twice, and on Thursday once. Bells and whistles sounded ten minutes at noon on Thursday, from 11.55 to 12.05, to indicate that only 24 hours remained.

Subscriptions were received at the First National Bank and in an army tent on the triangular green in the Square. The National Guards and the Boy Scouts were on duty in the tent with the committee. Automobiles, bearing stirring placards, patrolled the streets all day on Friday, and in the evening patriotic addresses were made, the Ipswich Military Band played, and the Ipswich Protective Volunteers had an exhibition drill.

FIRST LIBERTY LOAN, \$206,850, JUNE 15, 1917

The subscriptions in the tent, after the close of business at the National Bank, up to ten o'clock P. M., June 15, 1917, amounted to \$14,500, and the total subscriptions reached \$206,850, subscribed by 1,123 individuals, 19 per cent of the population (1910) (5,777).

REGISTRATION DAY, JUNE 5, 1917

By the Federal Conscription Act, all males between the ages of twenty-one and thirty-one inclusive, resident in the United States, were obliged to register with the Registrars of Voters on Tuesday, the fifth day of June, 1917. Whistles and bells were sounded a full minute in the morning to give notice of the great event. Promptly at seven o'clock the registration began. The Registrars were assisted by a large volunteer citizens' committee and an efficient corps of interpreters in the Greek, Polish, French and Italian languages. Of the 671 men registered, 347 were aliens, 324 were native born or naturalized, or had declared their intention to become citizens. Of the 324, 3 claimed to be totally disabled, 116 claimed that they had dependent relatives, 204 asked no exemption.

The War was brought home vividly to Ipswich folk by a lecture with pictures in the Town Hall, on Saturday evening, June 8, by Mr. Austin B. Mason, brother of Mr.

Herbert W. Mason, who had recently returned from duty at the front in the Ambulance Field Service.

STORY OF WILLIAM CLANCY

Ipswich pride was stirred by the story that found place in London papers and in the New York Sunday magazines that William Clancy, Boston born but a resident in Ipswich since he was three years old, who had enlisted in the English Army, claimed to be the first American to carry the Stars and Stripes into action. On April 9, 1917, at the famous battle of Vimy Ridge, in a charge on the enemy, he had fastened a small American flag on his bayonet. He was severely wounded, and while in an English hospital his story became known, and a picture in a London paper showed him in the act of being congratulated by the American Ambassador, Mr. Walter Hines Page, in the presence of his fellow soldiers.

RED CROSS CAMPAIGN, JUNE, 1917

The Red Cross campaign to raise \$6,000, the Ipswich allotment of the \$100,000,000 which the Red Cross planned to raise in the week ending June 25, 1917, was opened at a public meeting of the Ipswich Branch of the Essex County Chapter, at the Town Hall, on Tuesday evening, June 19. The Branch had now attained a membership of 372. A careful canvass of the town was made by a large committee. A huge clock face was erected in Market Square, and the hands were moved as the canvass progressed. A mammoth Red Cross box was also installed beside it. On Saturday afternoon the Manning School Glee Club sang patriotic songs at the tent on the green, and in the evening, after a parade by the Ipswich Protective Volunteers, commanded by Eugene Gilbert, captain, Quincy Kinsman and Charles C. Canney, lieutenants, the Boy Scouts and the Red Cross Girls, and a band concert, Dr. Eugene B. Crocket gave a stirring address. The local subscription reached \$16,335.73. The regular work of the Red Cross was supplemented in July by an afternoon meeting to prepare surgical dressings.

At the home of Mrs. Herbert W. Mason a large number

of women were meeting twice a week, to make surgical dressings for the French wounded.

FIRST DEPARTURES

As July drew to its close, the young men of Ipswich were slipping away to the various camps in different branches of the service. The most impressive evidence that the War would mean great anxiety and sacrifice in many families was given on the morning of Wednesday, July 25, 1917, when the Co. II men took an early train for Lynnhfield, many friends waving their adieus at the station. The Artillery men were in camp at Boxford. By a sad coincidence, the first death in the ranks of the Ipswich men occurred on Tuesday, July 24. Frank Barney, a lad of seventeen years, a member of Co. II, died at the Salem Hospital, following an operation for appendicitis.

THE DRAFT

With much ceremony and due solemnity, befitting an event of such momentous interest to a vast number of the young men of America, the draft numbers had been drawn by lot at Washington, on July 20 and 21. Straightway every newspaper in the land published columns and pages of the significant figures. The Ipswich Chronicle of July 27, 1917, published the first 85 numbers that touched the Ipswich registrants.

THE EXEMPTION BOARD

Ipswich was included in the 21st Draft District, with Andover, North Andover, Boxford, Groveland, Georgetown, Middleton, Rowley and Topsfield. The Exemption Board was composed of three members, one of them a physician. In this district, Judge George H. W. Hayes, chairman, William Bray, Georgetown, secretary, and Percy J. Look, M. D., of Andover, composed the Board. It began its sessions at Georgetown on Monday, August 13. A rigid physical examination was made, which resulted in the immediate disqualification of the physically unfit. Those who passed this examination had the privilege of filing claims for exemption.

The lists of the physically qualified were a suggestive revelation of the great change in the character of the population of Ipswich that had come to pass within a comparatively few years. On Monday, 10 residents were passed by the examiners, every man of them foreign born. On Tuesday, there were 12, only two of whom were American, and but one of Ipswich birth. Not a few Ipswich men, however, were enlisting in other towns and cities, where they made their homes, and many were enlisting in the Engineers, the Signal Corps, and Naval Reserve.

THE DEPARTURE OF THE DRAFTED MEN, SEPT. 21, 1917

On September 21, 1917, early in the morning, the drafted men from Ipswich went to Georgetown by automobiles, with the Ipswich Mills Band. There they were joined by the drafted contingents from the other towns of the District, with the Band of the 103d Artillery from the Boxford camp. The whole squad, numbering 68 men, then returned to Ipswich. The line of parade was formed in Lord's Square, headed by a file of police and the Ipswich Band, and escorted by about 800 school children and their teachers, each one carrying a flag.

At the railroad station, Judge Hayes of the Exemption Board, called the roll, every man responding. Refreshments were distributed by the Red Cross, and each man received a comfort kit containing cigars, cigarettes and tobacco. A great crowd of citizens accompanied the men to the train, and on the spur of the moment, hats were passed and nearly \$200 was collected and given to the departing soldiers. The train left with enthusiastic cheering and the band playing "America."

RED CROSS BAZAAR, SEPTEMBER, 1917

In September all the churches united in a Red Cross Bazaar in the Town Hall. A table was assigned to each, and the financial result was gratifying. A thousand dollars came into the treasury. Near the close of the month, the Red Cross was busily engaged in preparing Christmas packages for the men in camp and overseas. A list of

contents was prescribed and each package was wrapped in a bandanna handkerchief.

WHITE BREAD LIMITED

As the food situation began to be acute, the Food Administrators of the State requested families to eliminate white bread two days in a week, and receipts were published for War Bread and War Cake. The use of barley, corn and rice flour was advised. Cards were distributed in the churches requesting returns from each family on the weekly bread consumption.

SECOND LIBERTY LOAN

The Second Liberty Loan campaign was opened on Monday, October 1, 1917, with the blowing of whistles for five minutes at 7 A. M. To aid in this campaign there was appointed a Woman's Committee. Mrs. Isabelle Kimball was chosen chairman and was assisted by Mrs. Bessie Damon, Mrs. Grace Philipps, Mrs. Maud Hayward, Mrs. Miriam Titcomb, Mrs. Mabel Henderson, Mrs. Margaret Witham, Mrs. Mildred Cartledge, Mrs. Grace Barker and Miss L. B. Story. A vacant store in the Jones Block was engaged for the use of the Committee. The quota assigned to Ipswich was \$260,000. October 24 was appointed Liberty Day by the President, to stimulate subscriptions to the loan. The total subscription was \$340,450, by 981 individuals.

The Ipswich allotment in the second draft quota left town on Friday, October 5, 1917. Benjamin Burns, Chester Cameron, Eugene B. Chapman, Moses J. Harris, George H. H. Hovalek, Henry S. Joyce, James A. McInnis, Edwin P. Murray, Benjamin P. Newman. Leslie C. Millard was included in the quota but had not arrived from the West.

STATE GUARD

The Ipswich Protective Volunteers, recruited now to 73 members, after a physical examination by physicians, took the oath of allegiance on Wednesday evening, October 3, 1917, and was incorporated in the Massachusetts State

Guard, Co. 141, 15th Regiment. The Town had appropriated \$2,000 in September to purchase the equipments. A weekly drill, compulsory for all members, was instituted on Tuesday evening of each week, at the Town Hall. Uniforms were worn for the first time on November 8.

Company N, 15th Infantry, M. S. G., was mustered into the service of the Commonwealth of Massachusetts, October 3, 1917, by Colonel Edward H. Eldredge, M. N. G., retired. Below are the names of those who were mustered in on that date.

Walter H. Hathaway, Captain.

W. Quincy Kinsman, 1st Lieutenant.

William T. Dunbar, 2nd Lieutenant.

Atkinson, Walter M.	Goodhue, George E. C.
Bailey, Walter R.	Gonsalves, Antonio P.
Bayley, Charles H.	Gwinn, Lawrence R.
Bell, James R.	Heard, John
Benedix, August F.	Hill, Ralph C.
Bowen, Herbert E.	Holland, Edgar J.
Cameron, John H.	Hull, Charles G.
Carr, Frank	Hull, James H., Jr.
Carey, Timothy F.	Jean, William G.
Chance, Charles L.	Johnson, Cleon B.
Chouinard, Albert	Johnson, Winfield L.
Churchill, Henry A.	Kelly, William J.
Cogswell, Woodbury L.	LaCount, Ralph R.
Cole, James E., Jr.	Ladieu, Winfield S.
Cowperthwaite, Elmer C.	Lemux, Romauld
Curtis, George H.	Little, Edgar
Day, Herbert W.	Lord, Farley C.
Dolan, Harry M.	Lord, George T.
Doughty, Howard N.	Lord, Harold F.
Dunham, John	Manthone, George N.
Fessenden, Walter D.	Manzer, Arthur W.
Fewkes, Louis M.	Martel, Joseph L.
Frost, James W.	Matheson, Eugene
Gagne, Napoleon	McCormick, Stanley C.
Gallant Manuel	Miller, Joseph H.
Galligan, Charles H.	Paige, Edward H.
Goditt, William H.	Poirier, Joseph A.

Roper, Harry H.	Stanley, George
Schofield, George A., Jr.	Strangman, John J. B.
Sheppard, Lionel	Super, Oliver E.
Smith, Dexter M.	Wilkinson, Thomas H.
Smith, Gordon	Witham, Zebulon
Smith, Richard H., Jr.	Worcester, William C.
Smith, Julian D.	

The following are the names of those who were enlisted to fill vacancies caused by men enlisting in the United States Army or Navy, and other reasons:

Burke, Harland	Kneeland, Fred S.
O'Malley, Frank	Souza, Joseph G., Jr.
Perkins, Raymond W.	Wells, Guy E.
Russell, Foster C.	Garland, Henry S.
Appleton, Elliott L.	Adams, Lawrence O.
Atherley, Samuel W.	Pickard, Ralph B.
Durgin, Elmer A.	Pickard, Charles W. A.
Hirtle, James G.	

IPSWICH MILL RAISES WAGES

On October 15 the Ipswich Mill made its fifth voluntary raise in the wages of the operatives within two years. The first was an adjustment which secured a larger per cent of increase for the lower paid employees. Since this was done, four ten per cent additions have been made to the wages of the employees in Ipswich, Middlesex, Gilmanston, Gloucester and South Boston, where the various mills of the corporation are located.

CHRISTMAS BOXES, NOVEMBER, 1917

The Red Cross voted to send Christmas Boxes to all Ipswich boys overseas. Mrs. G. H. W. Hayes, Mrs. Charles Goodhue and Miss Lucy B. Story were appointed a committee to take charge of these boxes. Each box was to contain 12 articles useful to the boys in camp, such as shaving powder, tooth brushes, writing paper, playing cards, chewing gum, tobacco, cigarettes, candy, chocolate, handkerchiefs, etc. Also voted to send boxes to all the boys in camp.

Voted to send to France a box containing knitted articles for the soldiers' use, such as sweaters, socks, helmets and scarfs.

WAR LIBRARY, NOVEMBER, 1917

The War Library campaign for books to be sent to the camps and cantonments, resulted in a collection of 419 volumes at the Public Library, and a cash fund of \$336.56.

Service flags were now common. Families displayed flags, red with a star in a white field for each member of the family in service. Churches, lodges and societies and the Ipswich Mills made similar display. One of the most significant was the flag of the Manning School, with stars denoting former members of the school. A tablet was also placed in the school, bearing the names of those in service: Robert T. Bamford, Rodney C. Bamford, Wallace Bruce, Chester Cotton, Richard W. Davis, Havelock Ewing, Theodore Farley, Jesse W. Fowler, Percy Glover, Charles E. Goodhue, Jr., Roscoe Gould, Raymond L. Grady, Ralph A. Hatch, M. D., Frank Herlihy, George R. Hovey, Grenville Jewett, Ralph P. Johnson, Charles M. Kelly, Jr., Kenneth B. Keyes, Forrest H. Kneeland, Ross Lakeman, Karl Lange, Adrian Lemieux, Charles A. Mallard, John G. Mansfield, James A. McInnis, Leslie C. Millard, Anthony Millin, Franklin B. Mitchell, Wilfred D. Morgan, Alfred E. Nason, Charles F. Nason, Myron Nason, Edward Norman, Lemuel F. Parsons, Paul Pingree, Elmer Prescott, Elliot Prime, Frank A. Reddy, Francis M. Riley, James J. Ryan, Chester Seahill, John G. Sperling, Elliott F. Tozer, George W. Twitchell, Francis C. Wade, Dennison Wallace, Edward Wells, Harold Wilson, Roger Winch.

RED TRIANGLE DRIVE

The Red Triangle drive, so called, for the working fund of the Young Men's Christian Association, was pushed vigorously during the month of November. Teams were appointed and a careful canvass made. It netted \$6,742.27, considerably "over the top."

DECEMBER, 1917

The Red Cross Christmas membership drive started on

Monday, December 17. Six teams were organized and 1,738 members were secured.

COAL SHORTAGE, JANUARY, 1918

The coal shortage had now become acute. The Bay State Street Railway was operating its cars without heat and was in danger of being obliged to suspend operations entirely. The New England Fuel Administration took extreme measures to secure the greatest economy in the use of coal. A maximum price was established early in January, \$9.90 a ton for anthracite, delivered, \$9.00 for bituminous, Lehigh Valley and nut coal, \$11.20 a ton. The price of milk advanced to 12 cents a quart. On Monday, January 14, the fuel orders took effect. All office, banks and buildings could not be heated on Sundays or holidays, or after noon on Saturday.

Wholesale and retail and other business houses were ordered to open their doors at 9 A. M. and close at 5 P. M. with the exception of dry goods and other local stores, which were allowed to keep open until 10 P. M. on Wednesday and Saturday. Markets and groceries were instructed to close at 6 P. M. and 10 P. M. on Saturday. The local Fuel Committee ruled that Ipswich merchants might keep open on Friday and Saturday until 10 P. M., instead of Wednesday and Saturday. These rules continued in force until March 6, when all rules were canceled except Thursday and Sunday remained lightless nights. Dealers were forbidden to sell more than half a ton of coal to a purchaser. Street lights were shut off at one A. M.

The fuel crisis grew more threatening as the month advanced and the Fuel Administrators ordered a closed period for all mills and factories from Saturday noon until Wednesday morning, under penalty of two years in jail or \$5,000 fine. Beginning with Monday, January 21, all places of business and amusement were closed for a series of Mondays.

The fuel situation was aggravated by excessive and long prolonged cold weather, which caused great damage to orchards and tender shrubs. Many churches held union

services. The First and South Churches worshipped together.

MERCHANT MARINE, FEBRUARY, 1918

Early in February, Mr. Brainard J. Conley, one of the 528 New England druggists who had volunteered as recruiting agents for the new Merchant Marine, was authorized to receive enlistments. Opportunity was given to American young men, between the ages of 17 and 27, inexperienced in sea-going, to make application for training as sailors, firemen, oilers, water-tenders, cooks or stewards on ships of a training squadron maintained by the Shipping Board for preparing crews for the new cargo fleet of the Merchant Marine. A considerable number of Ipswich men enlisted in this department of service. Training ships were located at Boston, the "Meade," the "mother ship," originally "The City of Berlin," with living quarters for about a thousand, the "Calvin Austin" and the "Governor Dingley."

In May Henry Howard, director of recruiting in this branch of service, issued a pressing call to meet the great demand for firemen and coal passers. Appealing to the patriotism of young men between twenty-one and thirty, he declared, "A young man can show his love of country in no more emphatic way than by coming forward in response to this demand for firemen and coal-passers."

THIRD LIBERTY LOAN

The Third Liberty Loan campaign was started on April 6, 1918. A great parade occurred on Friday evening, April 19. The Polish residents made a fine parade on Saturday afternoon, April 27, and the Greeks displayed their patriotic support of the loan by a procession on Sunday afternoon, April 28, and reporting that 274 individuals of the 500 Greek residents had subscribed. A picturesque "Masque," "The Drawing of the Sword," under the direction of Miss Margaret Eager, drew a large and enthusiastic audience to the Town Hall on April 30. The quota assigned to Ipswich was \$172,000. The subscriptions reached a total of \$297,200, 72 per cent in excess, by 1,097 subscribers.

RED CROSS DRIVE

The Red Cross drive for \$10,000 was begun on Monday, May 20, 1918, and \$19,608.84 was contributed.

PIG CLUBS

Prof. Farley, of the State Agricultural College at Amherst, by an address at the Manning School, interested the school children in the forming of a pig club. In response to his appeal a club was organized and on Monday, May 16, 37 young pigs arrived and were distributed to the members.

SERVICE FLAGS

On Sunday, May 26, 1918, a service flag was unfurled at the Methodist Church, bearing 37 stars. On the following Sunday the St. Joseph Church displayed its flag, with 65 stars, with appropriate services.

REGISTRATION, JUNE, 1918

June 5, 1918, all young men who had reached the age of twenty-one since June 5, 1917, registered their names.

During the last week of June the campaign for the sale of Thrift Stamps and War Savings Certificates was begun.

The Municipal Service Flag was unfurled in Market Square on Friday, June 14, bearing 198 stars.

The Ipswich Mills made its eighth raise of 10 per cent in the wages of the operatives.

JULY, 1918

Sugar rationing was in full effect, limited to two pounds per person each week. In some stores cards were used, punched for each sale.

Ninth raise of Ipswich Mills, 5 per cent, in 26 months.

Seven young Poles enlisted in the Polish Army, recruiting under charge of Lieut. W. T. Soyda. On Sunday afternoon, July 21, eight left for Canada. After a preliminary meeting in Polish Hall on Estes street, the men marched to the Polish Church for a blessing by Father Rye.

AUGUST 9, 1918

The Knights of Columbus began a drive on Monday, August 13, to continue a week. On August 16, \$1,700 had been subscribed.

FOURTH LIBERTY LOAN, SEPT. 28 TO OCT. 19

The Fourth Liberty Loan, the "Fighting Fourth," was on sale September 28 to October 19. The quota assigned was \$344,000. The total subscription amounted to \$442,750, by 1,249 subscribers.

JUNIOR RED CROSS AUXILIARY

A Junior Red Cross Auxiliary was organized in July, with 86 workers under the supervision of Mrs. J. D. Barney, Mrs. R. E. Titcomb and Miss Susan Brown. The attendance at the meetings, twice a week, from July 8 to September 8, averaged between 30 and 40.

REGISTRATION AGES 18 TO 45, SEPTEMBER, 1918

On Thursday, September 12, 1918, all men between the ages of 18 and 45 were registered at the Town Hall. The total enrollment was 669, distributed as follows:

Native born, 278; naturalized, 80; declared intention, 51; aliens, 260.

The nationality of the aliens and "declarants" was as follows:

	1st papers	No papers	Total
Greece	10	89	99
Russia	8	65	73
Austria	2	48	50
Italy	1	17	18
Canada	23	33	56
Others	7	8	15
	—	—	—
	51	260	311

GASLESS SUNDAYS

The scarcity of gasoline caused a national restriction of the operation of automobiles of every description, except in cases where necessity required, during several Sundays in September. The weather was delightful, but regard for the regulation, though not enforced by law, was so readily seconded by public opinion, that the main highways, usually thronged with thousands of machines, were almost completely deserted.

THE INFLUENZA

The influenza made its appearance in September, 1918.

It spread rapidly in the thickly populated areas of the town, chiefly among the foreign born. The Board of Health ordered the closing of schools, churches, the opera house, clubs, bowling alleys, billiard saloons, coffee houses, and all places of amusement. The Public Library closed its doors. It was reported on October 11 that 470 of the mill operatives were sick and that only 30 were at work at Burke Manufactory. On Sunday, October 6, the Cable Memorial Hospital had more than 30 patients suffering from pneumonia which followed the influenza, and there was one death.

In accordance with the invitation of the trustees, the State authorities took over the Hospital on Sunday, October 6, and erected 50 tents, each large enough for two patients. Company N, 15th Infantry, the local company, was ordered out, and the men worked vigorously all day Sunday pitching the tents, laying pipes for heating them, installing electric wires, and establishing their own camp. The local carpenters were requisitioned, lumber was brought from the Canney lumber yard, and as the work had been pressed during Sunday night, early on Monday a "shack," 180 feet long, very substantially built and conveniently arranged, was completed, and also an administration building. A military guard was established and admission was allowed only to those who held passes from headquarters.

The weather was particularly fine, and the fresh-air treatment in the tents and in the open air was notably beneficial. The severest pneumonia cases soon showed marked improvement, and there were but few deaths. It was estimated that there were at least fifteen hundred cases during the prevalence of the disease. The crest of the wave soon passed, and the Board of Health lifted its ban in the middle of October. The schools opened on October 21. Camp Mason, as the hospital camp was called, in courtesy to Mr. Herbert W. Mason, president of the Benjamin Stickney Cable Corporation, was discontinued October 18.

The physical examination of Ipswich men, selective service registrants, Class 1, between the ages of 18 and 35 years, began on Tuesday, October 29. Questionnaires were

being sent to the registrants between the ages of 36 and 45 years.

Because of the great victories of the Allied armies and the general confidence that the end of the War was near at hand, easy credence to rumors of peace was natural. On the afternoon of Thursday, November 7, a rumor spread through the Commonwealth that an armistice had been arranged. Immediately the church bells were rung, whistles blown, with the accompaniment of fire-crackers and red fire. As the tidings spread the whistles and bells of the neighboring towns took up the refrain, and until sunset, when the rumor was reported to be premature, there was intense excitement.

THE ARMISTICE

But the end was known to be at hand, and definite news of the great event was received at quarter of six on Monday morning, November 11. Ten blasts on the fire alarm whistle proclaimed the news. The church bells began to ring, whistles were blown, the mill announced that a holiday was granted the operatives, stores were closed, all business was suspended, and the streets were filled with people. An impromptu procession, led by a band, was formed before 8 o'clock, and paraded through the principal streets, and a bonfire was lighted in Market Square. The bells were rung continually during the day and for a large portion of the following night.

The great public celebration took place on Tuesday. A great procession, led by the State Guard, which included lodges and societies, the schools and fire department, and large contingents of the French, Greek and Polish societies. The Kaiser in effigy was carried in a rough coffin on a wagon, and after the procession was dismissed in Market Square, the guardians of the Kaiser sold the privilege of driving a nail in his coffin to enthusiastic patriots. When he had been well nailed the coffin and its contents were burned.

UNITED WAR WORK DRIVE

The United War Work drive for the benefit of the Y. M. C. A., the Y. W. C. A., the K. of C., and the Salvation Army and the Jewish Relief Society, was in

progress when the armistice occurred. Public interest was in no wise diminished by the close of hostilities. The Ipswich quota was \$17,000. On November 22, the total subscription had reached the sum of \$27,216.59.

"VICTORY" LOAN

The Fifth Liberty Loan, happily called the "Victory Loan," was subscribed in May, 1919. The quota was \$258,000, and it was over-subscribed 22 per cent. The amount realized was \$316,700. Ipswich proved to be the banner town of the Commonwealth for the largest proportional excess of contributions above its quota, and the Victory Loan Honor Flag was duly awarded. This, and the other Liberty Loan Flags, have been deposited with the Ipswich Historical Society.

The Woman's Committee which served during the Third, Fourth and Fifth Liberty Loans, were awarded medals made from captured German cannon, bearing the inscription, "Awarded by the U. S. Treasury Department for Patriotic Service in behalf of the Liberty Loans."

The Chairman of the Committee, Mr. Howard N. Doughty, which had in charge the raising of the Liberty Loans, has furnished an interesting summary of its work:

1st	None	\$206,850	. . . .	1123	19%
2nd . . .	\$260,000	340,450	30%	981	16%
3rd . . .	172,000	297,200	72%	1097	19%
4th . . .	344,000	442,750	28%	1249	21%
Victory	258,000	316,700	22%	671	11%

Total Subscriptions, \$1,603,950

LIBERTY LOAN COMMITTEE

The Committee, all of whom, with few exceptions, served through the five loans, was made up as follows: H. N. Doughty, Chairman, G. Adrian Barker, August Benedix, John H. Cameron, Joseph J. Ciolik, George E. Farley, Charles H. Galligan, Walter E. Hayward, Charles M. Kelly, Mrs. Robert S. Kimball, Edward Marcaurette, Charles A. Martel, Arthur Pechilis, Ernest H. Pickard, Frank E. Raymond, William J. Riley, George A. Schofield, Luther Wait, Albert F. Welsh, Zebulon Witham, John Wolejko.

REPORT OF THE RED CROSS ACTIVITIES
IPSWICH BRANCH

First Red Cross Roll Call, December, 1917.

Ipswich enrolled 1,738 members, as follows: 1,722 annual, 14 magazine, 1 contributing, 1 sustaining.

Second Red Cross Roll Call, December, 1918.

Ipswich enrolled 1,517 members, as follows: 1,490 annual, 25 magazine, 2 contributing.

Third Red Cross Roll Call, November 3-11, 1919 (which also combined the drive for money for the national organization).

Ipswich enrolled 776 annual members and received 7 magazine subscriptions. \$744.25 was raised for the national organization. Their quota was \$2,500.00.

War Relief Campaign, June 18-25, 1917, Ipswich raised \$16,335.73.

Second Red Cross War Fund, May 20-27, 1918, Ipswich raised \$19,608.84. Their quota was \$10,000.

First Clothing Campaign for the Commission for Relief in Belgium, March 18-25, 1918. Ipswich contributed 750 pounds.

Second Clothing Campaign for the Commission for Relief in Belgium, Ipswich did not contribute anything, as it was held during the Fall of 1918, when the influenza epidemic was raging, and the different towns and cities were advised not to hold the drive if the disease was prevalent in their community.

Used Clothing Campaign, March 24-31, 1919, Ipswich contributed 401 pounds.

The Home Service record up to January 1, 1920, was many families cared for and an expenditure of \$3,542.35.

Knitted Goods—Sweaters, 779; helmets, 72; socks, 1,918; wristers, 225; mufflers, 238; miscellaneous, 17; total, 2,861.

Refugee Garments—887.

Hospital Garments and Supplies—863.

Miscellaneous Supplies, such as Christmas bags, comfort kits, aviators' vests, quilts, property bags, etc.—740.

Surgical Dressings—Absorbent cotton pads, 150; small dressings, 950; total, 1,100.

The Legal Advisory Board for Ipswich consisted of George A. Schofield, chairman, Albert F. Welsh, and John William Bailey. The associate members of the board were Charles E. Goodhue, Edward C. Brooks, and Jacob Smith.

The members of this board held meetings at the Town Hall, at which assistance was given to registrants under the Selective Service Act, in properly filling out questionnaires and administering oaths, and also in instructing registrants as to their legal rights pertaining to the filling out of questionnaires and the filing of claims for exemption from service. During the war assistance was rendered by the members of this board to a very large number of Ipswich registrants. The large number of alien registrants here made the work of this board a very important one.

The Medical Advisory Board for Ipswich consisted of Dr. George E. MacArthur, chairman, Dr. George G. Bailey, vice-chairman, Dr. Ernest J. Smith, secretary, Dr. M. C. McGinley, Dr. F. L. Collins, and Dr. John B. MacDonald, the latter of the State Hospital at Danvers. Meetings of this board were held at the Cable Hospital, for the purpose of making physical examinations of registrants referred to this board from the District Exemption Board at its office at Georgetown.

MILITARY RECORDS OF THE MEN AND WOMEN IN SERVICE

SAMUEL AITKIN, born June 3, 1895, at Prince Edward Island, son of Douglas and Margaret Aitkin. Mustered in September 25, 1918. Assigned to 21st Company, Field Artillery, at Fort Slocum, N. Y., and remained there until his discharge, December 12, 1918.

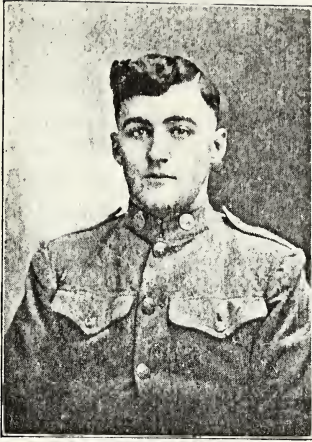
GEORGE APOSTOLAKOS, born at Saint John, Sparta, Greece. Age 20 years. Came to United States in 1914. Enlisted in May, 1918, in infantry, Camp Devens, Co. L, Development Battalion. Discharged June, 1919.

CHARLES LANIER APPLETON, Major 367th Infantry, United States Army. Born at New York, September 25, 1886, second son of Francis Randall Appleton and Fanny Lanier Appleton. A graduate of Harvard College, A. B. 1908.

Commissioned Second Lieutenant of Infantry, Officers Reserve Corps, United States Army, November 6, 1916, after service at the July, 1916, Officers Training Camp at Plattsburg Barracks, N. Y., as a Corporal in Company C, 6th Training Regiment. Called to active duty at the outbreak of the war with Germany and assigned for training to Company No. 6, 2nd Provisional Training Regiment, at Plattsburg Barracks, N. Y., from May 8 to August 15, 1917. Commissioned Captain of Infantry, Officers Reserve Corps, August 15, 1917, and assigned to the 152nd Depot Brigade at Camp Upton, N. Y.

Took station at Camp Upton August 29, 1917. In command of Company No. 6, 152nd Depot Brigade, September 23 to October 30, 1917.

November 1, 1917, assigned to the 367th Infantry of the 92nd (Colored) Division at Camp Upton, commanded by Col. James A. Moss, and placed in command of the



SAMUEL AITKIN



CHARLES L. APPLETON



JAMES W. APPLETON



FRANCIS R. APPLETON, JR.

Supply Company of that Regiment, which command he retained until August 3, 1918.

Sailed overseas June 10, 1918, on Government transport "America," arriving at Brest, France, June 19, 1918. Proceeded with 92nd Division to training area near Bourbonne-les-Bains, in the Department of the Haute-Marne.

After two months' training, moved with the Division to the front line in the St. Die Sector, Vosges Mountains; in line in that sector August 26 to September 21, 1918. Moved with the Division to the 1st American Army Sector and in reserve on the west of the American line in the Meuse-Argonne offensive, September 26-29, 1918. Withdrawn to Toul (Second Army) Sector, and in the front line on the Moselle, near Pont-a-Mousson, from October 21, 1918, till after the armistice.

Occupied Outpost Sector of Second Army at Novéant, Germany, November 19, 1918, to December 1, 1918. Moved with the Division to the Le Mans embarkation area December 8, 1918. Sailed for the United States on the transport "Sobral," February 14, 1919, in command of 367th Infantry, arriving in New York March 1, 1919.

On March 18, 1919, returned to the Union League Club of New York, after a parade on Fifth Avenue, the Regimental colors of the 367th Infantry, which had been presented to the Regiment by the Union League Club prior to the departure of the Regiment overseas in 1919.

Discharged at Camp Upton, New York, April 3, 1919, and on March 20, 1920, re-commissioned Major of Infantry in the Officers Reserve Corps.

Citations: G. O. 367th Infantry, and S. O. 92nd Division for conduct of Battalion on the Moselle.

FRANCIS RANDALL APPLETON, JR., Lieutenant-Colonel, General Staff (Infantry), United States Army. Born at Lenox, Massachusetts, July 9, 1885, eldest son of Francis Randall Appleton and Fanny Lanier Appleton. A graduate of Harvard College, A. B. 1907, and Harvard Law School, LL.B. 1910.

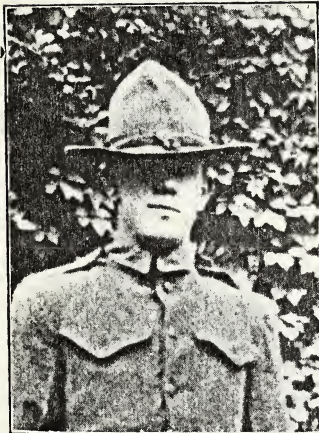
Commissioned Captain of Infantry, Officers Reserve Corps, United States Army, November 8, 1916, after ser-



WILLIAM V. ARSENAULT



ROBERT F. BAMFORD



RODNEY C. BAMFORD



FRANK BARNEY

vice in non-commissioned and commissioned grades at three Officers Training Camps at Plattsburg Barracks, N. Y., in 1915 and 1916. Called to active duty at the outbreak of the war with Germany and assigned as Assistant Instructor of Company No. 6, Second Provisional Training Regiment, at Plattsburg Barracks, N. Y., from May 8 to August 15, 1917. Was then assigned to the 77th Division, National Army, Major-General J. Franklin Bell commanding, at Camp Upton, New York, and August 29, 1917, was placed in command of Headquarters Company, 307th Infantry, Col. Isaac Erwin, commanding.

Sailed overseas on His Majesty's Transport "Justicia" (formerly Holland-American "Stadtendam") from New York City April 6, 1918, arriving at Calais, France, via Halifax, Liverpool and Dover, April 20, the 77th Division moving immediately into the British Training Area at Eperleeques, near St. Omer (Pas de Calais) to be part of the American Second Corps. On April 29, 1918, after eight months duty with 307th Infantry, was transferred to Divisional Headquarters to be assistant in the Operations and Training ("G-3") Section of the General Staff, of which Section Lieut.-Colonel James C. Rhea, G. S., was in charge, Colonel Ewing E. Booth, G. S., being Chief of Staff. From May 26 to June 8 acted as Assistant Chief of Staff, "G-3", Colonel Rhea having been transferred to H. Q. Second Corps as Corps "G-3". The Division was commanded by Brigadier-General Evan M. Johnson, of the 154th Infantry Brigade, until May 4, and after that by Major-General George B. Duncan.

Detailed June 8, 1918, by Second American Corps orders, as a student to the Army General Staff College at Langres (Haute-Marne), the seat of all the "Army" Schools, at which there were at one time no less than twelve thousand American commissioned and enlisted personnel enrolled. Completed the Staff course at Langres September 14, 1918, receiving a degree qualifying the holder for "General Staff duty with troops," and assigned by orders from General Headquarters at Chaumont to the 4th Division as Brigade Adjutant.

Joined the 4th Division in the line southeast of Verdun,



JOSEPH T. BARNEY



JOHN BEAULIEU



DAVID L. BEERS



PHINEAS D. BEERS

and was assigned to the 8th Infantry Brigade as Brigade Adjutant to Brigadier-General Ewing E. Booth, formerly the Chief of Staff of the 77th Division. The 4th Division (Major-General John L. Hines commanding) moved soon afterwards to the front northwest of Verdun, and on the morning of September 26 attacked in the first line of the great Meuse-Argonne offensive, being part of the Third Corps of the First American Army. The Divisional Sector lay between Bethincourt and Malancourt and was flanked by the well-known Hills "304" and "Le Mort Homme." In the line September 26 to October 19, 1918, occupying successively Cuisy (just east of Montfaucon), Septsarges, Bois de Septsarges, Bois de Briculles, Bois de Fays, Bois des Ogons and Bois de Fôret.

Commissioned Major, Infantry, U. S. A., October 28, 1918, and October 29 transferred to Headquarters Second Army, Toul (Meurthe-et-Moselle), to duty, first in the "G-3" Section of the General Staff, and then almost immediately as Secretary of the General Staff of the Army. The Assistant Chief of Staff in charge of the Operations Section ("G-3") was Colonel William N. Haskell, G. S., formerly Assistant and Acting Chief of Staff, 77th Division. The Chief of Staff was Brigadier-General Stuart Heintzelman, G. S., and the Army Commander was Lieutenant-General Robert Lee Bullard. As Secretary of the General Staff assisted in the arrangements for the advance of the Second Army in the Valley of the Woivre, November 10 and 11, 1918, and in the preparations for the general attack on Metz, which was planned for November 14, but was forestalled when the armistice became effective at 11 A. M., November 11, 1918.

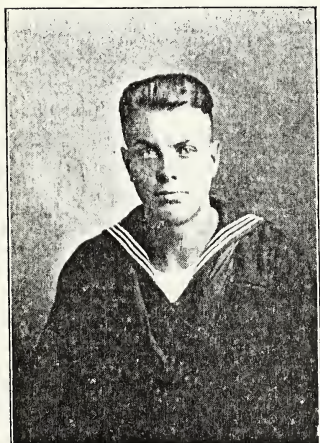
Detailed to the General Staff of the American Expeditionary Forces by general orders from G. H. Q., December 12, 1918, and promoted to be Lieutenant-Colonel of Infantry March 9, 1919. During this period continued as Secretary of the General Staff of the Second Army, which comprised the various divisions in Luxembourg and the occupied areas in the Toul Sector, and whose headquarters remained at Toul. Spent a week in the area of our Army of Occupation (Third Army) in Germany,



RUFUS H. BEERS



JAMES W. BLACK



JESSE W. BODWELL



CHARLES BOHLEN

stopping at Treves (Advanced G. H. Q.) and Coblenz, and inspecting the French, American and British troops on the Rhine between Mayence and Cologne. Also, as representative of the Second Army, attended the original caucus of the American Legion in Paris and several meetings of its executive committee.

The Second Army ceased to function April 15, 1919, by orders from G. H. Q. Thereafter returned to the United States, stopping on the way at Headquarters, Services of Supply, at Tours, and sailing from Brest on Holland-American liner "Noordam." Arrived in New York City May 18, 1919. Discharged from the service at Camp Dix, New Jersey, July 18, 1919, and September 6, 1919, re-commissioned with same grade in the Officers Reserve Corps.

JAMES WALDINGFIELD APPLETON, son of Daniel Fuller Appleton and Julia Randall Appleton. Born June 4, 1867, at New York. Harvard A. B. 1888.

Served at the August, 1916, Officers Training Camp at Plattsburg Barracks, New York, as Corporal in Company B, 6th Training Regiment. Commissioned from civil life July 7, 1917, Captain Q. M. R. C., Remount Division, and called to active service at once.

After six weeks' training at Front Royal Remount Depot, Virginia, assigned in command of Purchasing Board, buying mules and horses in Alabama and Georgia, with headquarters at Birmingham, Alabama.

March 28, 1918, sailed overseas on H. M. Transport "Olympic." May and June, 1918, assigned as remount officer at U. S. Auxiliary Remount Depot at Bellac, Haute Vienne, France. June 30, 1918, ordered to Spain in command of Purchasing Board, to buy mules, with headquarters at Madrid.

September 4, 1918, sailed from Brest for United States on U. S. Transport Mt. Vernon. Torpedoed September 5, two hundred and fifty miles out from Brest, and returned to that port. Sailed September 6 on U. S. Transport "Lenape," arriving at New York September 17.

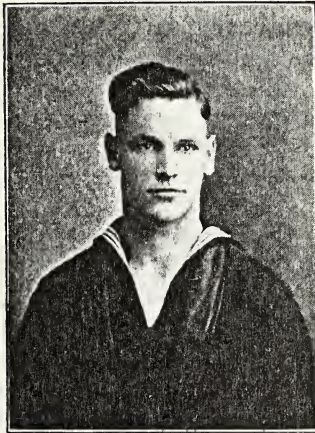
October 6 to October 30, 1918, assigned as assistant to



HAROLD N. BOLLES



JAN BREWEZUK



CHARLES E. BROCKELBANK



JOHN H. BRODERICK

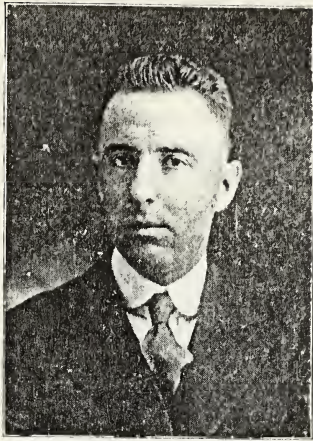
C. O. at Remount Depot, Camp Devens, Mass. November 4 assigned as Commanding Officer at Remount Depot, Camp Shelby, Miss. Discharged there December 23, 1918, and on October 15, 1919, re-commissioned Major Q. M. R. C., Remount Division.

THEODORE ARSENAULT, born April 25, 1892, at Prince Edward Island. Was employed at Turner Hill, Ipswich, Mass. Inducted into service December 25, 1917, and upon discharge from service returned to Canada to reside.

WILLIAM VINCENT ARSENAULT, born January 28, 1892, at Prince Edward Island. Son of Joseph L. and Mary Arsenault. Mustered in Oct. 5, 1917, at Camp Devens, Depot Brigade. Ten days later went to Camp Gordon, Georgia. Assigned to Battery B, 321st Field Artillery.

Sailed May 27, 1918, on S. S. Khiva, for Liverpool. Proceeded via Southampton and Havre, to training camp at Camp Lacourtine, in Southern France. Here was an artillery range and the battery was equipped with French 75's and 160 horses. On August 8, 1918, started for the Toul front, a quiet sector, and remained there five days. Hiked thence to Pont-à-Mousson and remained fifteen days. The battery was actively engaged in the St. Mihiel drive, Sept. 12, and lost two killed, six wounded. Hiked thence to position in the heavy woods and continued there under camouflage ten days. Advanced through the Argonne Forest under heavy shell fire for thirty-five days, supporting the infantry of the 82nd Division, and later the 80th. In this advance passed through Varennes, Apremont, Fleville, St. Georges and Imécourt. A night was spent at Buzaney, on fire from shells.

At Barricourt he was one of six left behind on a six-horse team loaded with supplies. Having lost their way they hiked all night to town of Vaux, where they found themselves ahead of their men, close upon the heels of the retreating Germans. They hiked back through St. Pierre-mont and thence to Fontenoy, their last gun position. The battery was retired on November 9, two days before the armistice, spent six days at Islettes, camped in pup tents in an open field, then hiked to St. Menchould, a French



WALTER R. BROOKS



DONALD C. BROWN



ELMER A. BROWN



FREDERIC C. BROWN

camp, where it remained five weeks. Entrained and went to the Haute Marne for the winter. The guns and all equipment were turned in, and in the comparative leisure that followed a vaudeville show, the "Fleceville Follies," was organized, Mr. Arsenaut playing a part. Equipped with scenery and costumes the "show" toured the 82nd Division, located in thirty-five towns, in the course of three months, affording great amusement in the various billets.

Leaving Hortes early in March, went to Pont de la Maye, 40 men packed in a box car littered with straw, three days and three nights. Here comfortably billeted in a big barn of the neighboring chateau, five or six weeks were passed. Liked then to Camp Jemicot, a quarantine station near Bordeaux. Sailed May 4, 1919, on S. S. Arizona, and after a brief stay at Camp Merritt, N. J., and Camp Devens, was discharged May 28, 1919.

RODNEY CHESTER BAMFORD, born at Ipswich, Mass., September 15, 1890, son of Chester W. and Lucy Stone Bamford. Enlisted at Salem, Mass., in the Second Corps Cadets and served on the Mexican border.

Called to duty in July, 1917, and reported at Bofford, where he trained with Battery F, 101st Field Artillery. In September, 1917, this organization went overseas, sailing from Halifax and landing at Brest, France. He served in France with this organization and then transferred to Company B, 345th Tank Battalion. He had a rating as a sergeant and fought during the summer of 1918 in the engagements in the northern part of France and was killed in action in the Argonne Forest, September 28, 1918. The following is a copy of a portion of a letter received from Capt. Thomas C. Brown, Company B, 345th Battalion, Tank Corps, in reference to the death of Sergt. Bamford:

"Your brother was in all of the actions that the American light tanks ever engaged in,—the Battle of St. Mihiel, and the larger one that was begun on Sept. 26 near the Argonne Forest. He was killed instantly by a splinter of high explosive shell through the heart. His tank had



GEORGE BRUDZEL



FLOYD R. BRUCE



FRANK H. BRUCE



WALLACE BRUCE

developed mechanical trouble and he was outside making the necessary repairs when the shell burst nearby. His death occurred on September 28, the third day of the battle, near the ruined village of Baulny, on the east side of the River Aire. His grave was well marked and cared for by his comrades at the time. After the armistice was signed the Company went as a body to his grave, where a short service was held and where the last call a soldier answers, "Taps," was sounded over his last sleeping place.

"Your brother was a bold and courageous soldier, and in your bereavement you may be comforted by the knowledge that he died a soldier's death, facing the enemy, with no thought but that of going forward. While you lost a beloved brother, his country lost a brave soldier, who made the supreme sacrifice that the ideals of that country may continue to live."

ROBERT TRUMAN BAMFORD, born at Ipswich, Mass., Sept. 6, 1893, son of Chester W. and Lucy Stone Bamford. Enlisted in the U. S. Navy, Sept. 4, 1912, as an electrician, third class. First voyage was made on the U. S. S. Hancock. Was then assigned to and served three years on the U. S. S. Georgia as electrician, second class. Commissioned as an ensign at the declaration of war, and was to participate in activities against submarines in foreign waters. The day previous to the one upon which he was to sail for the war zone he lost a foot fighting a fire at the U. S. Naval Station at New London. He was later commissioned a junior grade lieutenant, and later lieutenant senior grade.

FRANK BARNEY, born March 17, 1900, son of Thomas and the late Mary Barney, of Epping, N. H., formerly of Ipswich. Enlisted in Company II, 8th Massachusetts Regiment, in May, 1914. Died at Salem Hospital, Tuesday, July 24, 1917, following an operation for appendicitis.

JOHN BEAULIEU, born at Salem, Mass., March 19, 1890. Son of Telephore and Artemis Beaulieu. Entered service September, 1917, and was stationed at Camp Devens



JOHN BRZEZWINSKY



CHARLES H. BUCK



PETER T. BURNS



CHARLES G. CALIVAS

with the 103rd Field Artillery, 26th Division. Went overseas and participated in the active fighting of this division. Honorably discharged from service in April, 1919, at Camp Devens.

DAVID LAWRENCE BEERS, born June 19, 1893, at New Brunswick. Son of David P. and Mary D. Beers. Mustered in December 6, 1917, private 23rd Engineers, Fort Slocum, N. Y. Transferred to Camp Meade, Maryland, and Camp Glen Burnie, Belvoir, Va., and Lovel, Md.

Sailed on March 30, 1918, from Hoboken in S. S. George Washington, for Brest. Proceeded to Nevers, France, and engaged two months in building a railroad; then to Gen. Pershing's headquarters, Chaumont, building streets and pavements for the Officers Gas Training School; thence to Neufchateau, building automobile parkway. On Sept. 6, went to Bordeaux for a six weeks' period, loading machinery on cars. On Oct. 28, moved to the Meuse-Argonne front for road building, generally behind the artillery, but exposed to shell fire and machine gun attack from aeroplanes.

After the armistice the work of building and repairing roads in the Argonne continued all winter until May. Sailed from Brest June 1, on S. S. Cap Finisterre. Discharged from Camp Meade August 6, 1919, as wagoner, Engineer Corps.

PHINEAS D. BEERS, born March 22, 1888, at New Brunswick, son of David P. and Mary D. Beers. Married July 2, 1919, Miss Margaret Munn. Mustered in Dec. 6, 1917, Fort Slocum, N. Y. Transferred Dec. 11, to Kelly Field, San Antonio, Texas, 833rd Aero Squadron, engaged in repairing aeroplane engines; Jan. 1, 1918, to Waco, Texas; Feb. 26, to Garden City, Long Island, and while there promoted to Corporal about March 1.

Sailed for Liverpool, May 10, 1918, on S. S. Anslem. Spent two weeks in rest camp at Winchester, and then employed as aero engine mechanic at Spiddlegate Camp, Grantham, England, and was engine tester and went up with the flyer during the last month of service.

Sailed from Liverpool Nov. 23, 1918, on S. S. Minne-



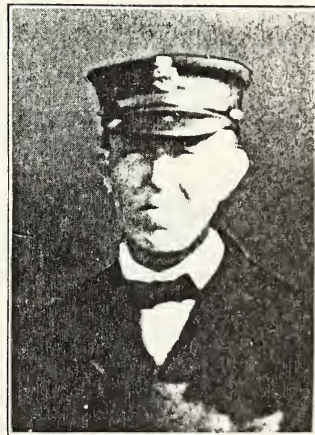
RICHARD H. CAMPBELL



WALTER L. CAMPBELL



JEREMIAH CAMPBELL



JOSEPH W. CALDWELL

kahda, was promoted to sergeant on the passage over. Discharged from Garden City, Dec. 17, 1918.

RUFUS HADLY BEERS, born March 29, 1891, at Beersville, Kent County, New Brunswick. Son of David P. and Mary D. Beers. Mustered in Dec. 6, 1917, at Fort Slocum, N. Y., Company H, 35th Engineers; transferred to Camp Grant, Illinois.

Sailed from Hoboken, January 29, 1918, for Brest, and engaged in car building shop at La Rochelle, France, until May, 1919. Sailed from Bordeaux May 30, and discharged at Camp Devens June 12, 1919.

JAMES WILLIAM BLACK, born March 28, 1888, at Ipswich, son of Cornelius and Laura Black. Mustered in Dec. 20, 1917, U. S. N. R., stationed at Hingham. Ten days at Wakefield rifle range, at Bunkin Island, at headquarters coast patrol boats at Boothbay, Me., and at Rockland, Me. Released at Boston, Feb. 26, 1919.

FREDERICK NATHANIEL BODWELL, born March 5, 1891, at Ipswich, son of William H. and Ann Bodwell. Enlisted in Merchant Marine, assigned to training ship Meade, Sept. 3, 1918, and made a trip to Sydney. Released April 11, 1919.

JESSE WARREN BODWELL, born Sept. 3, 1894, at Ipswich, son of William H. and Ann Bodwell. Enlisted in Heavy Artillery in Paterson, N. J., transferred to Fort Tilden, N. Y., then to Naval Aviation Station, Mineola, N. Y. Assigned to U. S. S. Artemis and made a round trip to France. Transferred to the Charlestown Navy Yard. Released June 11, 1919.

CHARLES BOHLEN, born January 14, 1866, at Philadelphia. Son of John Bohlen of Philadelphia and Priscilla Murray of Maryland. Married Celestine Eustis of New Orleans, La., January 14, 1902.

Entered American Red Cross end of April, 1918. Sailed from New York on Espagne, May 8, 1918, for Bordeaux. Sailed from Liverpool November 23, 1918, on Lapland. Arriving New York December 4, was sent to Neufchateau first of June as first lieutenant as Deputy



TIMOTHY F. CASEY



JAMES S. CASSIDY



EUGENE B. CHAPMAN



JOSEPH W. CHAPUT

Chief of the L. O. C. or railway station canteens and officers and men's rest houses in what was known later as the Eastern Zone, comprising the Departments of Meuse, Cote-d'Or, Meurthe et Moselle, Haute-Marne Doubs, Vosges, Haute-Saone, stretching roughly from Nancy in the north to Dijon in the south and from Bar-le-Due in the west to Belfort and Alsace-Lorraine on the east. Chaumont, G. H. Q., was in this zone.

In August promoted to be a captain. His work consisted in the general supervision of the department in the Eastern Zone and deciding where to install new canteens and rest houses.

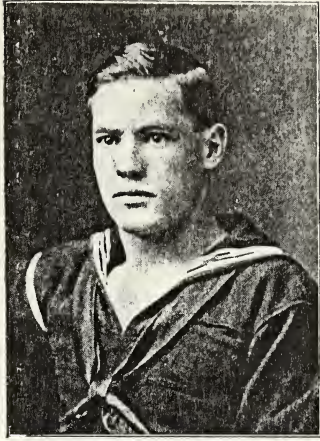
HAROLD NORMAN BOLLES, born April 17, 1899, at Ipswich, son of Norman J. and Martha Taylor Bolles. Mustered in October 22, 1918, S. A. T. C., Harvard, 1921. Discharged December 5, 1918.

JOHN BRZEZWINSKY, born in Russia, Feb. 16, 1894, son of John and Victoria Brzezinski. Mustered into service July 24, 1918, Camp Devens, 12th Division, private in Medical Department. Discharged Jan. 17, 1919.

RALPH BROCKELBANK, born January 12, 1892, at Ipswich, son of Walter and Annie Brockelbank. Married April 2, 1918, Miss Bertha Low. Mustered in July 8, 1918, at Fort Slocum, 48th Regiment, C. A. C. Assigned to Fort Monmouth, Delaware, then to Camp Eustis, Va., and Camp Stuart, Va.

Sailed October 7, 1918, on S. S. Susquehanna for Brest. Proceeded to La Chartier, and after a week to Broiari, and was there when the armistice was declared. The winter was spent in Angers. Sailed from St. Nazaire, March 12, 1919, on S. S. Kroonland for Newport News. At Camp Stewart and dismissed from Camp Devens, April 11, 1919.

JOHN H. BRODERICK, born June 24, 1894, at Peabody. Son of Hugh and Annie Broderick. Married Frances Titecomb, February 11, 1914. Mustered in Aug. 30, 1918, Camp Upton, N. Y., private 152nd Depot Brigade. Oct. 2, 1918, assigned to Army Service Corps.



PAUL J. CHAPUT



WALTER E. CHAPUT



R. CHISHOLM



WILLIAM G. CLANCY

Sailed from New York October 20, 1918, on H. M. S. Orsova, arriving at Liverpool, England, October 31, 1918. Arrived at Le Havre, France, Nov. 2, 1918. November 7, 1918 to February, 1919,, assigned for duty with American Zone Major, First Army Headquarters. February 1, 1919, transferred to First Depot Division, St. Aignan. March, 1919, assigned to Company M, 142nd Infantry, 36th Division. Sailed from Brest May 20, 1919, on U. S. S. Graf-Waldersee, arriving at Hoboken June 2, 1919. Discharged at Camp Devens June 12, 1919.

EDWARD CALDWELL BROOKS, born at Ipswich, Mass., April 7, 1884. Son of Conrad H. and Alma Atwood Brooks. Graduated from Manning High School, Class of 1901. Enrolled in U. S. N. R. F. in October, 1918, and passed for entrance to naval training school for pay officers. Order for induction for naval service issued November 5, 1918. Reported for duty November 7, 1918. Assigned at Bumkin Island. Later transferred to naval training station at Hingham, Mass. Released from active duty December 31, 1918. Before enrollment served as associate member of the Government Legal Advisory Board for Ipswich.

WALTER ROLAND BROOKS, born at Ipswich, Mass., September 7, 1890. Son of Conrad H. and Alma Atwood Brooks. Graduated from Manning High School, Class of 1910. At the outbreak of the war in 1917, he was employed as a government teacher in the public schools in the Philippine Islands.

Enlisted at Manila, Philippine Islands, October 13, 1917. As far as is known, was the second white man to enlist in the Philippines for service, the first enlistment of a white man having occurred on the day previous.

Assigned to the Second Aero Squadron, one of the original aero squadrons of the U. S. Army. Sailed from Manila on the U. S. Transport Sheridan, October 15, 1917. Arrived at San Francisco, California, thirty-one days later. Sent to Kelly Field, Texas, transferred to the 196th Aero Squadron and promoted to sergeant. Sent to Gerstner Field, Louisiana, December 3, 1917, and made



JAMES CLARK



LESLIE S. CLARK



WILLIAM J. M. CLARK



SYLVESTER D. CONLEY

sergeant first class. Remained there until September, 1918, and went to Camp Gordon, Georgia, after having passed examinations for entrance to the Fourth Officers Training School. After remaining at the school for a month, resigned, in order to be assigned with replacements going overseas for active duty. Assigned to Company B, 3rd Infantry Replacement Regiment, and sent to New York for shipment overseas. Made first class sergeant while en route to New York, having relinquished first rating upon entering the officers training school. November 10, 1918, placed on board the French transport *Patria*, to sail for France the following day. Sailing cancelled upon signing of the armistice. Honorably discharged at Camp Devens, Mass., January 23, 1919.

DONALD CULTER BROWN, born May 26, 1893, at Ipswich. Son of Harry B. and Annie Culter Brown. Enlisted as private with 44th U. S. Inf. Machine Gun Co. June 1 to Aug. 13 at Camp Lewis, Washington. Attended Central Machine Gun Officers Training School, Camp Hancock, Ga., Aug. 13 to Nov. 26, 1918. Commissioned 2nd Lieutenant, Infantry, Officers Reserve Corps.

ELMER ASA BROWN, born June 11, 1899. Son of Asa and Lottie Brown. Mustered in April, 1918, and assigned to the U. S. General Hospital at Otisville, N. Y., serving as sergeant in the Medical Corps for 15 months. Discharged September 18, 1919.

FREDERICK CLARENCE BROWN, born August 21, 1897, at Ipswich. Son of Asa and Lottie Brown. Mustered in Nov. 15, 1917, private Co. E, 4th Regiment, Fort Slocum, N. Y. Changed to Camp Green, Charlotte, N. C. Transferred to Camp Stuart, Newport News and discharged there April 6, 1918. Drafted a second time in September, 1918. Discharged Nov. 15, 1918, from Camp Levin, S. C.

WALLACE BRUCE, born November 10, 1898, at Ipswich. Son of Robert J. and Inez M. Bruce. Enlisted in First Mass. Field Artillery, Battery F, in the summer of 1916, and served on guard duty on the Mexican border as first class private; promoted to corporal in the National Guard;



CLIFFORD I. COMEAU



HENRY E. COMEAU



FREDERICK E. CRONIN



JAMES E. CUNNINGHAM

joined Battery F, 101st Regiment in camp at Boxford; was dismissed on account of sickness Dec. 3, 1917.

FLOYD ROBERT BRUCE, born at Ipswich, Dec. 31, 1892, the son of Robert J. and Inez M. Bruce. He married Miss Sarah A. Wright of Ipswich, August 13, 1917. In 1911 he enlisted in the Regular Army, stationed at San Antonio, Texas, and served on the Mexican border in the summer of 1916, with the rank of sergeant, in the First Mass. Field Artillery.

Called to the colors in July, 1917, he joined the camp at Boxford. First sergeant of Battery F, 101st Artillery. His regiment went overseas in the S. S. Adriatic, and proceeded from Liverpool to Southampton and Havre, and thence to the great French artillery school where Napoleon's army was trained, at Camp Coetquidan. At the end of January moved to the front at Chemin des Dames and continued in action forty-two days, using French 75 mm. guns. Then withdrawn to rest camp at Roches. From May 4 to June 12 the battery was in the Lorraine sector, in frequent action.

Sergeant Bruce was transferred to the Tank School at Langres, where about 12,000 men were being trained. He left there on September 2, and had part in the St. Mihiel drive on September 12 and 13, acting as platoon commander in charge of five tanks, using the light French type manned by two men, a sergeant as gunner and a corporal as chauffeur. A week later he was sent to Pont-à-Mousson, where he was engaged in camouflage forays on several sectors in No Man's land while the great attack was in preparation in the Argonne.

On September 27 the Tank Corps went into action in the Argonne Forest and suffered severe loss, about 60 per cent of casualties in dead and wounded. In this action, on Sept. 28, Sergeant Rodney C. Bamford's tank was stalled under heavy shell fire. He made a rush for cover in a shell hole, but was struck and instantly killed by a shell fragment. His driver had the good fortune to escape. The tanks were operated at about 30 yards interval, and Sergeant Bruce was about six kilometres distant. The tanks were withdrawn in October for reorganization



LAWRENCE CUNNINGHAM



THOMAS J. CUNNINGHAM



GEORGE H. CURTIS



PHILIP E. DANFORTH

and returned to the front on November 5, but were not actively engaged.

The 326th and 327th Battalions, 311 Tank Corps, to the latter of which Sergeant Bruce was attached, were the only American tanks in action during the war, their numbers being changed to 344 and 345 on the day they went over the top at Bernicourt, to avoid confusion with the new battalions in training.

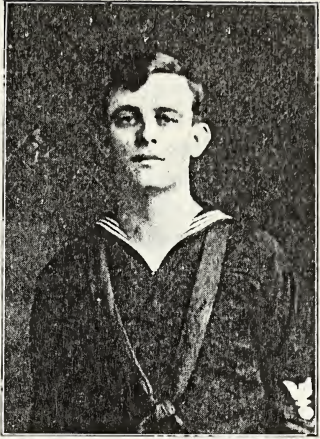
Discharged from Camp Devens April 10, 1919.

FRANK H. BRUCE, born November 23, 1900. Son of Robert J. and Inez M. Bruce. Enlisted February 3, 1919. Stationed at the Newport Training Station, later transferred to U. S. S. Badger, sailing in European waters, then transferred to U. S. S. Olympic. Still in service.

HENRY WARREN BUMPUS, born at Hubbardston, Mass., August 6, 1895. He was employed at Appleton Farm as a chauffeur, and registered June 5, 1917. As he did not return to Ipswich after the war, and as his whereabouts are not known, it has been impossible to obtain any details concerning his record.

BENJAMIN FRANKLIN BURNS, born September 26, 1890, at Ipswich. Son of James and Catherine Burns. Married April 9, 1914, Miss Leah Pennell. Mustered in October 5, 1917, at Camp Devens. October 17, private Company M, 326th Infantry, at Camp Gordon, Atlanta, Georgia. Feb. 1, 1918, changed to Co. A, 4th Engineers, U. S. A.

Sailed from Hoboken, April 30, 1918, on S. S. Martha Washington, for Bordeaux. Arrived May 12, and after two days in Bordeaux, proceeded to rest camp at Calais. Remained there three days and had first experience of the war in two air raids by German aeroplanes, which caused no casualties. The following three weeks the company was brigaded with the British in the Samur sector, in reserve, engaged in building British rifle ranges. In June joined the American army at Croatis near Chateau Thierry and the Belleau Woods, where they dug the first American trenches in reserve, in anticipation of a German advance.



WILLIAM E. DAVEY



FREDERICK E. DAVIS



OSCAR A. DAVIS



RICHARD W. DAVIS

After about four weeks' work, exposed to constant artillery fire, moved to the Aisne-Marne front on July 6, 1918, and engaged in road and bridge building as part of the 4th French Army under Gen. Gouraud, until July 23. A counter-offensive was made on July 18.

The first town captured was Chezy. Advancing 11 kilometers beyond, on a hill, his company came under heavy shrapnel fire, and out of 38 men two were killed, the first to lose their lives, and 18 wounded. Withdrawn for rest, and five days later began the march to the Oureq River, and on August 2 went into action at Sergy (or Cergy) and then to the Vesle River, where they were relieved by the 77th Division on August 12, and hiked back to Chateau Thierry. Sickness and disability compelled a time in Base Hospitals No. 23 and No. 24, near Nevers, from which he was dismissed Sept. 16, and rejoined his company on Sept. 25, at Malaucourt in the Argonne. Engaged here in road building under fire until October 14, when advance was made to Septsarges and Cuisy. Hiked about three days to Vignant, for two weeks in rest camp.

On November 11, while in position beyond Mont Sec, expecting to go into action on Nov. 14, in the drive on Metz, their first intimation of the armistice was the sudden silencing of the guns.

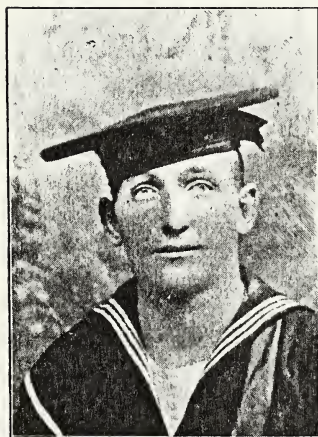
Withdrawn to Girondville, near Souilly, and a week later began the long 21 day hike into Germany. Thanksgiving Day found them at Sotrich in Lorraine, where a three days' halt was made. The commissary department was unable to vary the usual order and they ate theirhardtack and "corned willie" with regretful visions of the great dinners in their distant homes. On December 1 they crossed the bridge at Luxembourg and entered German territory at the village of Umersbach, and a week later moved on to Uldegand on the Moselle, where they arrived on New Year's Eve. Here they were billeted until April 20. Mr. Burns and three others of the Engineers were quartered in the home of a deceased German professor, where they occupied a large room with two double beds, equipped in true German fashion with a feather bed and another bed of feathers in place of the American quilts or blankets, and a coal stove. The college diplomas and books



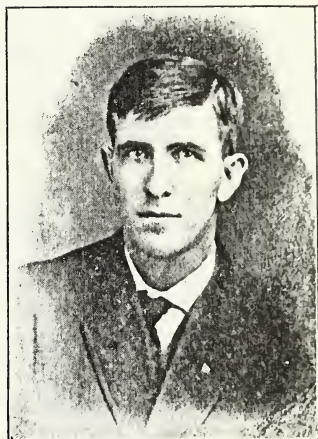
GEORGE H. DEMORE



WALTER E. DODGE



CHARLES L. DOLAN



JAMES F. DOLAN

of the German scholar were still in place and his widow treated the men with great kindness.

On April 20, the company moved to Maychoss for a three days' stay, and then to Derneau, where they were engaged in building an athletic field and baseball diamond for the Fourth Division, billeted at Neumenhouer on the Ahr River, a famous summer resort because of the alkali springs, the only ones in Germany. He was detached from here for service in the 1st American Replacement Camp at Remagen, in charge of the sterilizer and bath room, equipped with 83 shower baths. On July 2 removed to Coblenz, quartered in the substantial German barracks.

Illness compelled him to go to Evacuation Hospital No. 49 at Coblenz on July 6. He was discharged from the hospital on July 19. His company had left for home in the meantime, but he soon followed in a hospital car to Brest, from whence he sailed on July 27, on S. S. Orizaba for Newport News, and was sent to hospital there. Discharged from Camp Devens, August 19, 1919.

JOSEPH FRANCIS BURNS, born March 26, 1889, at Ipswich. Son of Thomas and Mary Burns. Enlisted in U. S. Navy December, 1918. Stationed, as cook, at Holo-yoke Pier, Portland, Me. Dismissed March 7, 1919.

PETER THOMAS BURNS, born June 14, 1896, at Ipswich. Son of William F. and Margaret Burns. Mustered in October, 1918, U. S. N. R. at Port Andrew. Dismissed December, 1918.

CHARLES HENRY BUCK, born January 26, 1895, in Nelson, England. Son of Charles and Alice Buck. Enlisted May 4, 1917, 8th Regiment Medical Corps, at Cambridge. Went to Camp Lynnfield, July 25. Mustered into Federal service August 4, at Camp Bartlett, Westfield, then transferred to 103rd Field Artillery Medical Corps at Boxford. In the latter part of September detailed to 1st Maine Heavy Field Artillery, and remained until October 20, when transferred to base hospital, Fort Andrews. Left on November 13 for Camp McGinnis, Framingham, and a week later joined 1st Provisional Corps of Casuals at Westfield. On November 21 sent to Camp Hill, Newport News, and assigned to 103rd Medical



FRANK W. DONDERO



GARLAND C. DORT



ARTHUR DRAPEAU



OSCAR L. ERICKSON

Corps, Field Artillery. Sent to embarkation camp at Camp Stewart, Virginia, Dec. 1, 1917, and remained until discharged for physical disability December 8, 1917.

JAMES FOOTVILLE BUTLER, born August 21, 1892, in Ipswich. Son of James F. and Mary Butler. Married Miss Mary E. McFetridge March 6, 1920. First Lieutenant Infantry, U. S. A. Commissioned Second Lieutenant Infantry August, 1917. Joined 30th Infantry at Syracuse, N. Y., Aug. 31, 1917. Regiment went to Camp Greene, N. C., October, 1917.

Left United States April, 1918. In action in the training area, France, until latter part of May, 1918. In vicinity of Chateau Thierry and along the Marne River in May and June, 1918, with Third Division. In reward for its splendid achievement in repelling the German advance in this sector, the 30th Infantry was awarded the distinction of having its colors decorated with the Croix de Guerre with palm.

At Second Army Corps Schools as instructor until April, 1919. Range officer at A. E. F. Rifle, Pistol and Musketry Competitions and Inter-Allied Rifle and Pistol Competitions in May and June, 1919. Commanded G. H. Q. Demonstration Company. Promoted to Captain, May, 1919. Returned to United States July, 1919.

JOSEPH WARREN CALDWELL, born at Ipswich, Mass., July 24, 1873. Son of Joseph N. and Jeanette F. Caldwell. Enlisted in the U. S. Navy, March 24, 1898. Served through the Spanish War and was honorably discharged from service January 6, 1901. Entered the Charlestown Navy Yard as civilian employee, remaining there until June, 1906; then transferred to the naval station at Cavite, Philippine Islands, the first white man to be employed at that station. Returned to the Charlestown Navy Yard in 1908, continuing in the government employ until 1911. Employed in private business until January 21, 1918, on which date he enrolled in the U. S. N. R. F. With 100 other men, he was sent to the naval ammunition depot at St. Julian's Creek, Portsmouth, Virginia, and was employed in the manufacture of depth charges and mines, to be used in the mine fields of the North Sea.



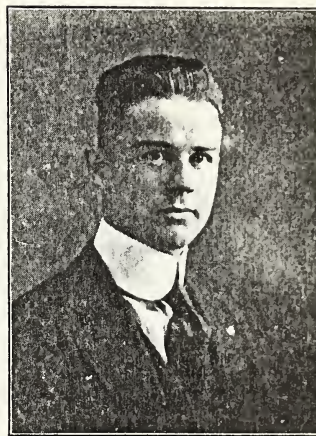
W. J. HAVELOCK EWING



THEODORE R. FARLEY



CLARENCE H. FOGG



W. JESSE FOWLER

Continued in service in the U. S. N. R. F. until September, 1919, when, by special permission of the department, he was allowed to continue in the regular navy for the unexpired portion of the U. S. N. R. F. enrollment. He has a rating in the regular navy of chief carpenter's mate.

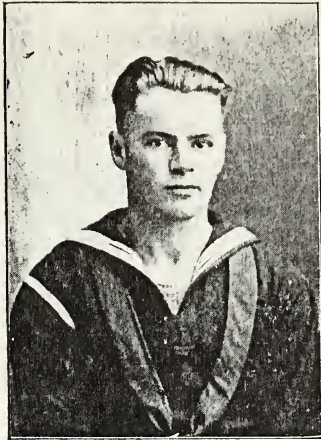
CHARLES CALIVAS, born at Lagadia, Greece, May 15, 1893. Came to America in 1907. Served in Company D, 304th Infantry, 76th Division, and was transferred to the Depot Brigade, Camp Devens. Honorably discharged November 30, 1918, at Camp Devens, Mass., as acting corporal.

CHESTER CAMERON, born September 18, 1888, at Ipswich. Son of William J. and Margaret A. Cameron. Mustered in October 4, 1917, at Camp Devens, Depot Brigade. Assigned to Company F, 319th Heavy Artillery, at Camp Gordon, Atlanta, Ga.; transferred to Company I, 148th Regiment Infantry, 37th Division.

Sailed from Newport News June 21, 1918, on the *Duc d'Aosta*. At Brest July 5, and proceeded to the Lorraine sector, where the regiment remained until August, with no infantry engagements but constant exposure to artillery and gas attacks.

In the latter part of August moved to the front in the Argonne Forest. On Sep. 26 a heavy barrage was started at 5.25 a. m. by 3,200 guns, from 3-inch to 14-inch calibre, and at 5.30 a. m. the company went over the top. The first objective was captured without the loss of a man, though constantly exposed to machine gun and artillery fire. Camped in a captured German trench, littered with aircraft guns and much enemy property, and resumed the advance the next day under heavy machine gun fire. The road lined with German killed and wounded. The advance was continued and on the fifth day a small German town, filled with machine guns in the houses and on the roofs, was reached. It was captured with heavy loss in killed and wounded, only fifteen men remaining in the company. So rapid was the advance that it outran the commissary and ammunition supplies. Had a counter attack been made a retreat would have been necessary.

On the sixth day the company was relieved, and after



WALTER H. FRASER



ALFRED J. GALLANT



ARTHUR GALLANT



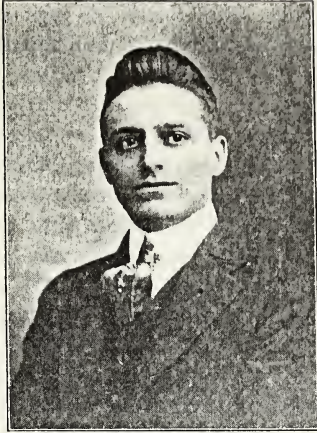
JOSEPH S. GALLANT

an all-night hike reached the food base on October 3rd, and thence to the Toul sector as reserves. After a few days' rest, with ranks restored from the reserves, the regiment was transferred by motors and railway train to Flanders. Then began a long hike, lasting several days, covering about ten miles a day, passing through Ypres, the road littered with tanks and aeroplanes out of commission. The march was broken by a three days' halt in captured German barracks. The front line was reached at Orsis in Belgium. The town was under heavy shell fire and the men were stationed 500 yards behind the advanced trenches in houses and other shelters.

At 2:30 p. m. on October 31, a shell entered a small room, where Mr. Cameron and three others were under cover, and exploded. One man was killed instantly, two others died a few hours later. Though rendered senseless by the concussion and covered with debris, Mr. Cameron escaped with a shrapnel wound in the arm. After treatment in the field hospital he was removed to the mobile hospital, where wound was operated on; thence to base hospital, Boulogne, and after a stop at Dartford, Kent, in England, was sent home in the Baltic from Liverpool, December 9, and dismissed from service Jan. 9, 1919.

JEREMIAH CAMPBELL, born Nov. 9, 1868, at Chelsea, Mass. Son of Charles A. and Lavinia Campbell. Married Miss Genevieve Hood, September 6, 1892. Children, Richard H. and Barbara. Student at Mass. Institute of Technology, 1888-1891. Engineer and mercantile pursuits. Enlisted Sept. 1917, and commissioned Oct. 6, 1917, Major of Engineers Reserve Corps.

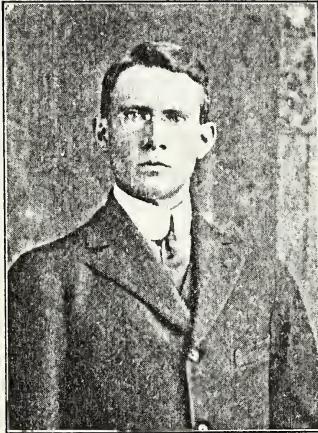
Sailed from New York on S. S. New York, November 22, 1917, commander of officers and soldiers on board. Proceeded from Liverpool to France, reported at Paris, at headquarters of General Atterbury, head of Transportation Corps, and assigned to his personal staff. Sent at once to Bordeaux, and assigned to the Engineering Department, engaged in the construction and operation of new docks, where he remained six weeks. Returning to Paris, he was engaged for eight months at the Headquarters Service of Supply, Transportation Corps, with the



BENJAMIN B. GAUDETT



JAMES GAUDETT



ELWOOD GIDNEY



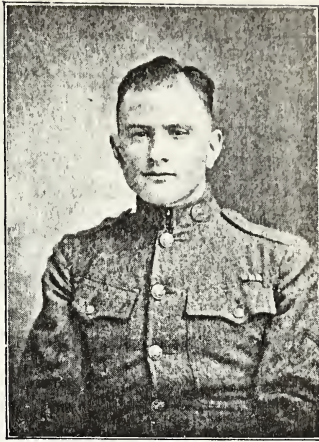
CHARLES P. GILES

Engineer of Construction, in designing of equipment and terminals of docks, and in keeping the work at posts and headquarters in touch with each other. His experience at Bordeaux had fitted him particularly for the latter task, and he devised a simple and effective system of daily reports of all the works to headquarters on a single sheet.

In May, 1918, a great scarcity of American timber for the construction of harbor craft, barges and lighters arose, and Major Campbell was sent to scour France for ship-building material. Near the coast, south of Bordeaux, he found an abundant supply of maritime pine, a cross between the Scotch and white pine. An American forestry brigade, chiefly men from the West and South, established its camp there, set up portable saw mills, and soon supplied a large quantity of valuable ship timber.

In August, 1918, the ports of Brest, St. Nazaire and Bordeaux had become greatly congested. Major Campbell was sent to Les Sables d'Olonne, an ancient but little-used port between Saint Nazaire and La Rochelle, about 60 miles from each port, to make a study and report on the possibilities and capacity of the port for use by the American army. He completed his survey in a week, August 18 to August 26, and returned to headquarters with his report. The potential value of the harbor was so evident that he was ordered to return to Les Sables to take station and duty there as Superintendent A. T. S., having been transferred from the Engineers of Construction. On August 31 he arrived with a clerk and opened temporary headquarters. American ships, loaded with coal, coke, railway equipment and general supplies were sent at once to Les Sables, some of them larger than the townsfolk had ever seen. The single track railroad was taxed to its utmost capacity. The work went on day and night. Troops arrived for labor and guard duty. German prisoners came, 50 in one squad, 450 in another, with an American guard of 85 men. A small army of civilians was employed. A public water supply was installed. Barracks and storehouses were built.

With the arrival of troops a commanding officer was necessary. Major Campbell, by virtue of his rank, acted in that capacity until, on Sept. 28, he was officially ap-



LOUIS J. GILLIS



GEORGE L. GILMORE



WILLIAM R. GILMORE



WILLIAM H. GIRARD

pointed by the Base Commander, and in addition to all his other duties he was appointed local Engineer, to take charge of all engineering and construction work. His working force included 250 American soldiers, 250 civilians and 150 German prisoners.

In December the Y. M. C. A. opened rooms for recreation, reading and writing. A canteen was established for the convenience of the American soldiers. A hospital was provided. Christmas and New Year were celebrated with much eclat, the entertainments drawing many of the French and American soldiers.

On January 4 it was reported that M. Clemenceau, Premier of France, was in Les Sables. Major Campbell sent his compliments and received a response that the Premier was just departing but would be at La Tranche the following day. Motoring to that town with the Count de Bresson, a resident of Les Sables, Major Campbell was received by M. Clemenceau with the greatest kindness. He commented most favorably on the work of the Americans in Les Sables and paid a high compliment to the ability and valor of the Americans in helping win the war. In recognition of his work in building up the port, the French Government bestowed on Major Campbell a civil engineering decoration.

On February 24, 1919, orders came to close the work of the Transportation Service. The Commanding Officer was relieved and ordered to a new station. He returned on the S. S. Pocahontas, from St. Nazaire, April 19, 1919, and was discharged May 2, 1919.

RICHARD HOOD CAMPBELL, born August 28, 1893, at Boston. Son of Jeremiah and Genevieve (Hood) Campbell. Graduated from Harvard 1915. Married Miss Anne Staples, Dec. 1, 1917. At first and second camps at Plattsburg, from May until November 27, 1917, when commissioned 2nd Lieutenant, Field Artillery, and ordered to Hoboken for overseas service.

Sailed January 15, 1918, on S. S. Mongolia, for Liverpool. Arrived in France on February 1, and went at once to Field Artillery School at Saumur. On May 1, ordered to report to 2nd Field Artillery Brigade, Regular Army,



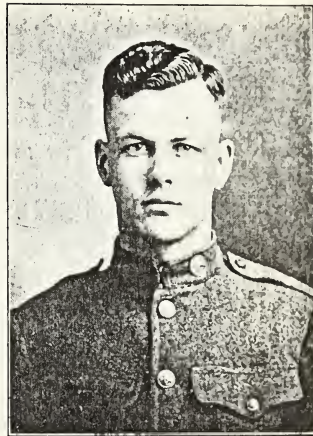
PERCY L. GLOVER



OMAR A. GODIN



CHARLES E. GOODHUE, JR.



PAUL R. GOODHUE

headquarters at Souilly near Verdun, and there assigned to C Battery, 12th Field Artillery, for duty.

Remained at Souilly until May 14, when the battery, equipped with four French 75's, horse-drawn, marched to Vitry-le-François, entrained there for Pontoise, about 30 miles northwest of Paris, and marched from Pontoise to Trie-la-Ville Chateau near Gisors, on the way to the Montdidier sector. The German offensive toward Chateau Thierry caused a sudden change in orders, and on the night of May 31 entrained at Gisors for Betz, near Meaux, and marched to battery position on June 3, near the Paris-Metz highway, in support of the Fifth and Sixth Regiments of American Marines, which had been in action for twenty-four hours supported by French artillery.

Constantly engaged here until July 7, when relieved by the 26th Division, and went into reserve position about 10 kilometres behind lines, remaining there until July 15. In the middle of the night, orders came to take the road, and the battery was rushed by forced marches, allowing no sleep for man or beast, two nights and a day to the vicinity of Villers-Cotterets, and took up position back of the village of Montgobert, where it began the barrage fire which preceded the attack of July 18, the opening of the Second Battle of the Marne.

On the first day the American infantry advanced two kilometres, the artillery moving forward close behind. A division of French Colonials relieved the infantry on July 20, but the artillery of the Second Division, in which Battery C was included, was left to support the French. On the next day orders were received to support an attack by the French. The attack was not made by the French, but the orders to the battery remaining unchanged, the officer in command advanced the battery to an exposed position in full view of the enemy, where it came under a heavy fire of shrapnel and high explosive shells, resulting in the loss of two officers and six men killed, and thirty wounded, one gun put out of action and half the horses disabled. Withdrawn to the rear it received replacements of men and took up another position on the following day and held it until relieved by a division of Scotch Highlanders on July 27.



HAROLD W. GOULD



ROSCOE W. GOULD



RAYMOND L. GRADY



CHARLES GWINN

The Second Division then moved by road and train to Neuves-Maison, a short distance south of Nancy, where it was partially re-equipped and on August 10 was sent into line near Pont-à-Mousson, a quiet sector, and remained there until August 28. It was then moved to the south of Nancy and billeted over a very large area, every precaution being taken to conceal the movements of troops from enemy observation in the general concentration preceding the St. Mihiel offensive. On Sept. 5, the Division began its advance, marching only by night and lying in the woods all day. The St. Mihiel attack began on Sept. 12, and the advance was so rapid that few casualties occurred. The Division was relieved on Sept. 18, and sent to the rear for a short breathing spell before being sent to join Gen. Mangin's army in the Champagne.

North of Chalons and Suippes the Germans were strongly intrenched in a chalk ridge at Blanc-Mont. After the battle of Chateau Thierry, the Second American Division, the Fifth French Division and a famous Division of French Colonials were designated by Gen. Foch as a manoeuvring reserve, and to them was assigned the task of carrying this stronghold. The attack was made on October 1, the Germans opposing most intense resistance until their main line of defense was taken on October 3d, after which a rearguard action was fought until the Aisne was crossed. In this attack the Second Division suffered very heavy casualties, but Battery C, though under fire from three directions, happily escaped injury.

The Second Division was relieved by the Thirty-sixth on Oct. 6. As its artillery had not finished training, the artillery of the Second was retained in support. The sector had now become comparatively quiet, as the heaviest fighting was in another quarter. On Oct. 25 the 2nd Brigade Field Artillery was relieved by the French and rushed by forced marches to the Argonne sector, where it took part in the opening stages of the final offensive. It began on November 1, and from the 1st to the 8th the American forces made a steady advance until they reached the Meuse near Sedan and Mouzon. On the night of the 10th the 2nd Regiment of Engineers built a bridge across



LAWRENCE R. GWINN



CLYDE K. HALL



FRED D. HARRIS



E. RALPH HASKELL

the Meuse and the 9th and 23rd Infantry of the Second Division, supported by the artillery, crossed under heavy shell fire, receiving many casualties. Not until 11 o'clock on November 11, Armistice Day, did the fighting cease.

The Battery remained in position until Nov. 17, then began the march into Germany, through a corner of Belgium, halting ten days in Luxembourg, where it enjoyed Thanksgiving Day, and crossed the Rhine at Sinzig. It was billeted in the little German town of Rheinbrohl, at the extreme left of the American sector on the east bank of the Rhine, and passed the winter there.

Lieut. Campbell left the regiment on March 1, and went to the University of Beaune, in France, for a course in forestry, which was completed in the middle of June, and sailed from Brest on July 19, 1919, in the S. S. Zeppelin. Discharged August 15, 1919.

SECOND DIVISION.
CITATION.

Second Lieut. Richard Campbell, 12th F. A., for distinguished and exceptional gallantry at St. Etienne on Oct. 8, 1918, in the operations of the A. E. F. In testimony thereof and as an expression of appreciation of his valor I award him this citation.

Awarded on June 25, 1918.

JOHN A. LEJEUNE,
Major-General U. S. M. C.
Commanding.

WALTER LEWIS CAMPBELL, born May 17, 1900, at Ipswich. Son of Alexander C. and Myra M. Campbell. Enlisted July 25, 1918. Sent to Paus Island, S. C., private, 8th Separate Battalion, U. S. Marines, and remained there until October 19.

Sailed from Hoboken, October 21, on S. S. Pocahontas. At Brest November 2. Sent to St. Aquan for equipment, then to Verdun. Marched to Arlons, Belgium, and joined the 5th Regiment Marines. Passing through Luxembourg, remained a week, and reached the Rhine in December 13.



HAROLD K. HASKELL



HENRY M. HARVEY



FRANK J. HERLIHY



JOHN P. HILLS

Arrived at Nieder Brietbach, near Coblenz, about Dec. 19, and remained in Army of Occupation all winter.

On July 17 began return by way of Cologne and Belgium to Brest, and sailed on July 25 on S. S. George Washington for New York. Went to Camp Mills; discharged from Quantico, Virginia, Aug. 13, 1919.

TIMOTHY FRANCIS CAREY, born Dec. 20, 1897, at Ipswich, son of Timothy and Catherine Carey. Mustered in Dec. 12, 1917, private, Coast Artillery, 26th Company, at Fort Andrew, Boston Harbor; transferred to Battery A, 55th C. A. C.

Sailed in the Mauretania, March 25, 1918. At Liverpool April 2. After five days at Ronsey, near Southampton, proceeded to Havre, and then to Clermont Ferrand. Mr. Carey was sent to an automobile school for instruction in trucking for the battery, where he spent four weeks, and was in the hospital six weeks with scarlet fever, but rejoined his battery in July, and was at the front at the second battle of the Marne, then at the battle of Vesle river on the Fismes sector. A week's march brought the battery to the Verdun front, where it had part in the Verdun drive in September and in the Meuse-Argonne offensive. The battery suffered 72 casualties, 14 killed. Mr. Carey was slightly gassed but otherwise unhurt. French long range 155 G. P. F. guns, weighing 17 tons, drawn by the largest tractors, were used. He returned in the Cretic from Brest, Jan. 10, 1919, and was dismissed February 7, 1919.

JEREMIAH JOSEPH CAREY, born August 1, 1895, at Ipswich. Son of Timothy and Catherine Carey. Mustered in July 27, 1917, private, Company A, 49th Infantry, Camp Merritt, Tenaflly, N. Y. Later, Corporal, Company A, 49th Regiment, Camp Upton, N. Y.

Sailed June 26, 1918, in S. S. Tourmania. He was stationed at 2nd Depot Training Camp at Le Mans, France, two weeks; then assigned to 2nd Depot Convoy train, and was engaged from June to latter part of July in accompanying replacements to the front; then assigned to Second Officers Training School at La Vallbonne, until



DONALD HOMANS



J. WARREN HORTON



HALLETT D HOWE



T. FRED HOWE

December 20. He was appointed Sergeant on August 25. On Christmas Day he was assigned to the President's Guard, on duty at the house in Paris occupied by him, and while in this service, with his company, received an invitation to tea with the President. He sailed in the George Washington, the President's ship, on Feb. 15, 1919, and was discharged April 3, 1919.

JAMES STEPHEN CASSIDY, born December 11, 1894, at Ipswich. Son of Michael and Norah Cassidy. Enlisted July 23, 1917. Assigned to Syracuse, N. Y., in 49th Infantry; transferred to Company C, 23rd Infantry, Regular Army. Sailed on the Huron, Sept. 2, 1917. At St. Nazaire, France, September 21.

The following six months were spent at a training camp at Houd, Haute-Marne. Advanced to the front on March 11, and reached the trenches in the Rupt sector, south of Verdun, March 13, where the company came under fire on March 18 in a German trench raid. Arrived at Chateau Thierry on June 2, and was engaged in several skirmishes from June 2 to June 6, in open warfare, several men wounded. Then dug in and remained until July 5, when the regiment was relieved by the 26th Division.

On July 16 the regiment started for Soissons, and at 4.13 a. m. on the morning of the 18th, went over the top. Mr. Cassidy was wounded at 6.20 a. m. in the foot by a high explosive bullet. He was removed to the Red Cross Hospital in Paris, then to Bordeaux, and to convalescent camps. When he had so far recovered that he was able for light duty, he was sent to the special training battalion at St. Aignan and was attached to the 97th Prisoner War Escort Service at Tours, where 450 German prisoners were at work. Returned on the Kroonland and was dismissed March 5, 1919.

PAUL JOSEPH CHAPUT, born October 6, 1894, at Ipswich. Son of Emery and Anna Chaput. Enlisted Jan. 7, 1913, in the U. S. Navy. He completed his four years term and was discharged Jan. 6, 1917, from the U. S. S. Arizona. He had been rated apprentice seaman, ordinary seaman and seaman. He was mustered in again Dec. 5,



THEODORE C. HOWE



ARTHUR A. HULL



EDWARD G. HULL



HAZEN R. IRVINE

1917, as Coxswain, U. S. N. R., and was assigned to the U. S. S. Ticonderoga. While on his fourth round trip overseas, the ship was torpedoed by a German submarine on Sept. 30, 1918. Eleven naval officers and 102 enlisted men, including Mr. Chaput and Joseph Louis Martel, went down with the ship. Mr. Chaput had been promoted to boatswain's mate, first class.

WALTER EMERY CHAPUT, born December 6, 1892, at Ipswich. Son of Emery and Anna Chaput. Mustered in June 27, 1918, at Camp Dix, N. J., 153rd Depot Brigade. After three weeks transferred to Company B, 312th Engineers, 87th Division.

Sailed from Hoboken, August 23, on S. S. Caronia for Liverpool. Proceeded to Southampton and Havre and at once to Pons. Billeted and trained there until late September, when removed to Camp St. Sulpice. Engaged here in building warehouses, billets, hospitals, and laying 700 miles of railway tracks, until the armistice. Then detailed in convoy of supplies from St. Sulpice to the front until January, 1919.

As he was proficient in athletics he was relieved from company work and assigned there to the American Expeditionary Force League, and played baseball, touring through Base Section Two until the regiment was assembled in camp near Bordeaux. Sailed from the embarkation camp at Bassens, June 14, on S. S. DeKalb, for Philadelphia. Discharged from Camp Dix, June 27, 1919.

EUGENE BARKER CHAPMAN, born December 28, 1893, at Ipswich. Son of Walter and Nettie Chapman. Inducted into service October 15, 1917, and reported at Camp Devens, and later was assigned to Camp Syracuse, N. Y., Sept. 6, 1918, where he served as a private in Company 106, 26th Battalion. October 8, transferred to Camp Holabird, Md., and served in the M. T. C., Company C, 321 Unit. Discharged March 27, 1919.

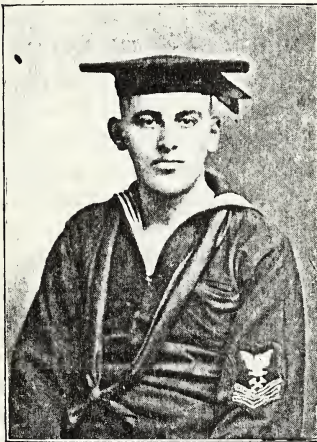
VICTOR CHAISSON, born July 22, 1886, at Cape Breton. Entered service December 15, 1917. Discharged April, 1919.



GRENVILLE JEWETT



MAYNARD C. JEWETT



HENRY JOHNSON



HENRY S. JOYCE

WILLIAM CLANCY, born Feb. 18, 1895, at Boston. Son of William B. and Violet Clancy. Removed to Ipswich in childhood with his parents. Early in the war he enlisted in Liverpool, on September 27, 1914, in the Royal Field Artillery, Foreign Legion, and was in the training camp at Battersfield Park, Whitechurch, Sallop, North Wales, until February 15, 1915, when he was sent to Lutton in the south of England, attached to the 46th Division. On Feb. 27, the troops crossed the channel and took up their march for St. Varante, for reinforcements for the battle of Neuve Chapelle, which took place on March 10, 1915, when the British launched a great attack upon a four mile front.

The second battle of Ypres followed on April 22, 1915, when the Germans caused panic and great losses by the first use of poison gas. Here Mr. Clancy was engaged in a rear-guard action, April 10-13, and remained on the front at Plogsteerte, near Armentieres on the River Lys until Sept. 5. On Sept. 25 the great battle of Loos was fought. The British advancing at daylight, captured the Hohenzollern Redoubt under heavy fire. The artillery forces were turned into infantry and joined the Scottish Highlanders in their famous charge, which carried them into Loos and the slopes beyond. Our Ipswich soldier was wounded slightly in the head in this charge and was sent to England for rest and recovery, where he remained in hospital and convalescent camp until June, 1916.

Returning to France he was attached to the 49th Division Territorials, known as the "Trench Mortars Suicide Club." In the great battle of the Somme, which lasted from July 1 to October, 1916, he was wounded in the face by shrapnel at Combles in September and retired to the hospital, but was back to the fighting line in January, 1917. He took part in the engagements which resulted in the German retirement from the strongly fortified Hindenburg line in March.

On April 9, 1917, Easter Monday, in the battle of Arras, he went over the top at 5.45 a. m. at Vimy Ridge with a small American flag attached to his bayonet. On April 13, having secured their objective, the men dug in.



CHARLES M. KELLY, JR.



JOHN D. KELLY



DELBERT E. KENT



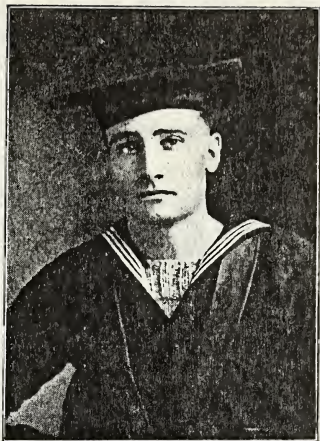
SAMUEL A. KILBORN

A heavy German shell buried Gunner Clancy under masses of earth, which crushed him painfully. He was sent to England and remained in hospital from April 13, 1917, to the following February. The flag episode, which was recognized as the first appearance of the American flag in action, brought the wounded gunner into wide notoriety. While he was hobbling about, the American Ambassador, Mr. Walter Hines Page, came to the hospital at Cambridge, about the middle of May, and congratulated him. The London Daily Mirror published a picture of the interview, which, with his flag, is among Mr. Clancy's most cherished souvenirs of the war.

Again in France in Feb. 1918, he participated in all the engagements in Belgium, at Ypres, Cambrai, Somain, Valenciennes, Loos and Lille. He was at Lille when the armistice was signed, and in the following months advanced through Courtrai, Roubaix, Tournai, Mons, La Louviere, Manage, Charleroi, Namur, Huy, Seraing, Liege, to Herbersthal, then directly to Duren and Cologne and Bonn in Germany. He left Germany Feb. 7, 1919, returned to England and on April 26, was transferred to the reserves. Sailed from Liverpool, May 3, with his wife, in S. S. Melita for Quebec, and thence to Ipswich.

On December 3, 1919, he was given a permanent appointment as a patrolman on the Boston police force, having passed a successful examination for this position. On the night of January 22, while doing duty at Roughan's Hall at Charlestown, at a public dance, he was shot and instantly killed by a ruffian who had been reprimanded by Officer Clancy. The remains of the patrolman, who died at his post of duty, were brought to Ipswich, and on Sunday, January 24, he was buried here with full military honors. The remains were placed in the rooms of the Ipswich Post No. 80, American Legion, and laid there in state, where they were viewed by many of the people of the town. The burial services of the Legion Post were held at these headquarters, after which the remains were taken to St. Joseph's Church, where a very largely attended public funeral service was held.

JAMES CLARK, born January 28, 1890, at Ahoghill,



RAYMOND A. KLINGER



ROSS F. LAKEMAN



KARL L. LANGE



ANNA L. LAUER

Antrim, Ireland. Son of Robert and Elizabeth Clark. Employed at Castle Hill Farm. Sergeant in D Company, 310 Infantry, 78th Division. In March, 1918, went to Camp Dix. May 9, 1918, sailed from New York on U. S. S. Leviathan. Arrived in England May 28, 1918. Killed in St. Mihiel drive, Sept. 18. Buried in American cemetery in France.

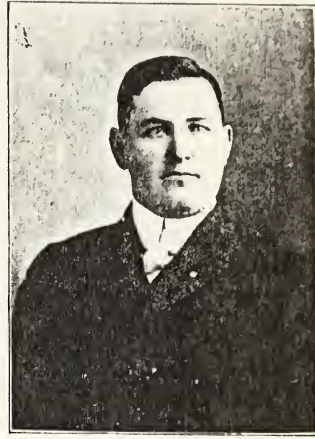
LESLIE SHERMAN CLARK, born June 18, 1890, at Ipswich. Son of Anson and Carrie E. Clark. Mustered in December 4, 1917, at Camp Devens, in 23rd Company, 151st Depot Brigade, then transferred April 15, 1918, to 302nd Infantry, Headquarters Company. Sailed from New York July 4, 1918, on the Aquitania and landed at Liverpool, England. On Nov. 9, 1918, transferred to 163rd Infantry. Transferred from there to 164th Infantry, and then to Q. M. C. at Tours, on Nov. 28, 1918, and from there to Casual Company 4484 on May 2, 1919. Returned to United States in May, 1919, sailing on May 29 from Marseilles on the ship Dante Alighieri. Honorably discharged at Camp Mills, New York, June 24, 1919.

WILLIAM JOHN MARSHALL CLARK, born March 26, 1891, at Ahogill, Antrim, Ireland. Son of Robert and Elizabeth Clark. Employed at Castle Hill. Mustered in Sept. 21, 1917, at Camp Devens, private B Company, 302d Machine Gun Battalion, 76th Division.

Sailed, July 8, 1918, in S. S. Ajax, from Boston. At Woolwich, England, July 23; at Winchester two days. Proceeded to Southampton and Havre, thence to Lunery, where he remained two weeks. At St. Aignan replacement camp, then at Selle-sur-Cher eight or nine days. Assigned to B Company, 147th Machine Gun Battalion. Joined the 5th Machine Gun Battalion, 2nd Division, at the Toul sector, and remained a week. Was engaged in the St. Mihiel drive three days, Sept. 12-15, and about Sept. 18 moved through Chalons to Verdun. Reached there October 4 and went over the top. Remained there about six days, then went to Exermont in the Argonne Forest and stationed there under constant shell fire. Went over the top Nov. 1, and was shot through the right shoulder Nov.



HENRY LAVOIE



EDWARD LEAVITT



WILLIAM LEAVITT



JOHN P. LIND

4. Taken to Examination Hospital No. 10, then to Base Hospital 30 at Royat, and remained there until Dec. 28, then to Bordeaux. Sailed from that port Jan. 28, 1919, on steamship for New York. At Camp Merritt and Camp Devens. Discharged May 9, 1919, and returned to the Castle Hill Farm.

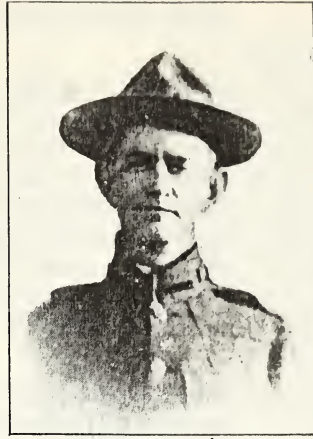
CLIFFORD IRVING COMEAU, born July 4, 1899, at Ipswich. Son of Frank and Jessie Comeau. Enlisted Dec. 11, 1917; mustered in Jan. 10, 1918, seaman, second class, U. S. N. R. First stationed at Camp Hingham, Bumkin Island; transferred to U. S. S. San Diego and engaged in convoy service from March 17 to May 30, 1918. Transferred to U. S. S. Santiago, cargo transport, and remained until released on March 20, 1919, when he had completed six round trips overseas, three in each ship.

HENRY EARLE COMEAU, born Feb. 1, 1896, at Nova Scotia. Son of Frank and Jessie Comeau. Enlisted Dec. 11, 1917, U. S. Naval Reserve Force at Bumkin Island and Commonwealth Pier, Boston Sectional Base, engaged in guarding transports in and out of port. Assigned to U. S. S. Comber, mine-sweeper off the coast, at Barnegat, Brigantine Shoal Buoy and Fenwick Island. Off this island four mines, which had been laid by German submarines, were discovered and removed. Engaged in this from October 2, 1918, to March 14, 1919. On S. S. Michigan a week. Released from active duty April 17, 1919.

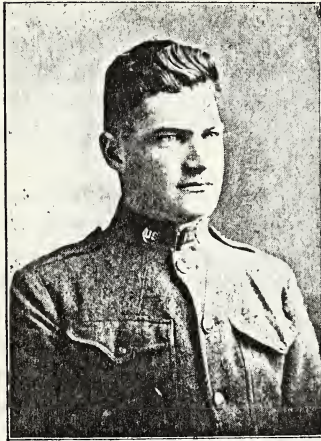
CARL CONANT, born at Ipswich, Mass., Jan. 30, 1893. Son of Warren and Annie Conant. Served with Co. A, Second Corps Cadets on the Mexican border in 1914. Transferred to Battery E, 1st Mass. Field Artillery, later the 101st Field Artillery. Returning from the border was transferred to Battery D, and on April 1, 1917, was made stable sergeant. Was honorably discharged July 24, 1917, because of dependents. Entered service March 29, 1918, and was assigned to duty at Camp Devens, attached to Veterinary Hospital No. 1. Left Camp Devens April 12, 1918, and went overseas, serving as a farrier until June



LAWRENCE W. LITTLEFIELD



ARTHUR R. LORD



ARTHUR N. LOWE



NATHANIEL E. LOWE

20, 1919. Honorably discharged at Camp Devens, June 27, 1919.

SYLVESTER DROYER CONLEY, born August 4, 1894, at North Easton, Mass. Son of Brainard J. and Mary J. Conley. Mustered in Nov. 25, 1917, at Charlestown Navy Yard Recruiting Department, Naval Reserve. Stationed at Boston City Hospital two months, transferred in February, 1918, to Chicago to the Great Lakes Training School, and in March to Deer Island, Boston Harbor. June 20, 1919, assigned to Wissahickon Barracks, Cape May, N. J., in charge of Medical Department. Released as Pharmacist's Mate, August 2, 1919.

ARTHUR HARRIS CONSTANTINE, born December 5, 1888, at Ipswich. Son of Arthur and Emma Constantine. Married Miss Fannie Johnson of Salem. Inducted into service Dec. 15, 1917, Camp Devens. Mustered in Feb. 14, 1918, private, Battery D, 305th Field Artillery, 77th Division. Transferred to Camp Upton. Sailed from Hoboken on S. S. Great Northern, landed at Brest, soon proceeded to camp at Le Souge and remained about six weeks. Paraded in Bordeaux on July 4, and after three or four days went to the front in Baccarat sector. Engaged in the Oise-Aisne offensive from Aug. 18 to Sept. 16, 1918, then moved by a long nine-day hike to the Meuse-Argonne front, where the battery was engaged from Sept. 26 to the armistice, November 11. He was gassed one day on this front.

He was driver of an ammunition wagon. On one occasion the driver of the gun ahead of his was killed by shrapnel, with both his horses and the captain's horse, led at his side. The battery consisted of four French 75's, horse drawn.

After the armistice stationed at Vepell, which had been captured from the Germans, for two months; then at Arcle-Aucas two months, and six months at Malancourt, on guard duty, drilling, etc. Sailed from Brest in the Agamemnon for Hoboken. Discharged May 9, 1919.

ELMER SMITH COWPERTHWAITTE, born October 28, 1895, at Dorchester. Son of Frank S. and Addie C. Cow-



JOHN M. LUCZKO



CHARLES A. MALLARD



FRANK W. MALLARD



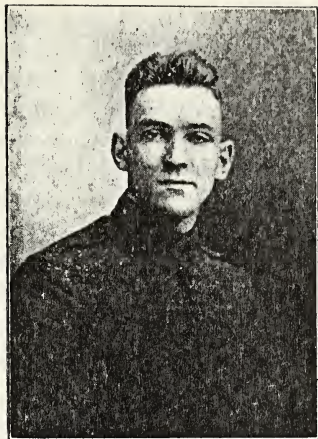
FRED MANTHORN

perthwaite. Married Miss Gladys Scotton, April 7, 1918. Served on the Mexican border from Jan. 27, 1916, to November 18, 1916. Discharged July 25, 1917. Entered Merchant Marine Service Oct. 10, 1917. Second Lieutenant in Company N, 15th Regiment M. S. G. Discharged Nov. 11, 1918.

EUGENE ANTHONY CROCKETT, born in Calais, Maine, on October 22, 1868. Son of Frederick and Susan Damon Crockett. Served with the American Red Cross as Deputy Commissioner with the rank of Major, from August 1, 1917, to December 25, 1918, first on the Serbian Commission, later on the Italian Mission. On the Serbian Commission the work was of an advisory nature, to determine what should be done by the Red Cross in the Balkans, for both civil and medical relief. In Italy the work was of an administrative nature. Had charge of all the Red Cross medical work in the north of Italy, north of the River Po. This work in the north of Italy included work among the troops at the front and also among the civilian population and refugees in the rear.

FREDERICK EARL CRONIN, born February 13, 1895, at Calais, Maine. Son of John and Annie Cronin. Mustered in May 30, 1918, at Fort Sloeum, New York; three days afterwards assigned to Field Artillery, Camp Jackson, S. C. Sailed from Hoboken, July, 1918, for Liverpool, and proceeded to Southampton, Havre, and training camp at Camp Hunt, near the Spanish border. After ten days here, assigned to Headquarters Company, 20th Field Artillery, 5th Division, at Germaniere, as driver of motorcycle of Captain Bell, and engaged in the St. Mihiel offensive, Sept. 12-16, and was then moved to the Pruvenelle sector, and remained here in constant action until the armistice. The drive on Metz was already prepared.

After the armistice hiked through Chambley, Conflans, Briey, Longwy, into Luxembourg at Battenbourg, to the headquarters of the 5th Division at Esch, then to the city of Luxembourg. A detachment of the artillery horses was quartered in Wittlich, Germany. During his stay in Luxembourg he received a furlough and pass and visited



EUGENE MATHESON



GEORGE E. MATHESON



ARTHUR P. MARCORELLE



ARTHUR R. MARTEL

Coblenz and had a day's excursion on the Rhine. On July 7, he left Luxembourg and returned to Brest by a circuitous but most interesting route through the devastated sections of Belgium and Northern France. Sailed from Brest on July 13, 1919, on S. S. Agameinnon for Hoboken; then at Camp Merritt, and discharged from Camp Devens, July 26, first-class private.

LESTER H. CUMMINGS, son of James W. W. and Sarah E. Cummings. Enrolled in the U. S. N. R. F. June 4, 1917. Served on a mine-layer, U. S. S. Shawmut, doing duty on coast of Scotland. Honorably discharged.

JAMES EDWARD CUNNINGHAM, born Nov. 16, 1898, in Ipswich. Son of Terrence and Mary Cunningham. Mustered in December 6, 1917, 5th Company, 1st Regular Navy, Barracks B, Newport, R. I. Convoy service six weeks in Newport. Sailed from New York in U. S. S. Canopic, then transferred to the U. S. S. Druid. In patrol service, base at Gibraltar. Dropped a depth charge on November 7, and destroyed a German submarine with all on board. From Gibraltar to Genoa, Tangier, Oran, Marseilles and Lisbon. Returned to Gibraltar, then to New London, Conn. From there to Bay Ridge. July 7 sailed to France on U. S. S. Wilhemina. Landed in Brest, remaining ten days, then sailed for New York. Transferred to U. S. S. Kroonland. Sailed for France Aug. 11. Landed in Brest, sailing again for New York, then to Norfolk, Va. Remained there three weeks, putting ship in repair. Transferred to Hingham. Discharged October 13, 1919.

THOMAS JOSEPH CUNNINGHAM, born at Ipswich Feb. 24, 1895. Son of Terrence and Mary Cunningham. Mustered in August 13, 1917, at Camp Syracuse, N. Y., private, infantry, Company A, 30th Regiment. Camp Greene, Charlotte, N. C. Discharged Aug. 19, 1919.

LAWRENCE CUNNINGHAM, born June 1, 1885, at Henderson, Texas. Enlisted July 6, 1904. Served as electrician on U. S. S. Wyoming, U. S. S. Concord, U. S. S. Galveston, Vicksburg, Texas and Marietta. Served as



JOSEPH E. MARTEL



JOSEPH L. MARTEL



TRUFFLEY D. MARTEL



ARTHUR W. MANZER

chief electrician on U. S. S. Georgia, U. S. S. Winslow, Melville Rowan. Now stationed on U. S. S. Virginia in recruiting service.

JAMES THOMAS CURLEY, born March 12, 1889, in Ireland, son of Andrew and Bridget Curley. Employed at Turner Hill. Mustered in October 5, 1917, at Camp Devens, private Company B, 302nd Machine Gun Battalion; transferred to Company E, 163rd Infantry.

Sailed from Boston on S. S. Ajax, July 7, 1918, for East London, and proceeded to Southampton and Havre. In training camp. Transferred to Company L, 102nd Infantry. Engaged in the second battle of the Marne, and the St. Mihiel and Meuse-Argonne offensives. At the Verdun front four weeks, until the armistice. Withdrawn to Mandres and billeted there all winter. Sailed from Brest April, 1919, on S. S. Agamemnon for Boston. Discharged from Camp Devens, May 10, 1919.

JOHN CURRAN, born in Ireland, December 6, 1896. Was employed at Turner Hill Farm and entered service Aug. 16, 1918. He entrained for Camp Jackson in that same month. No further particulars of service have been available, as apparently he did not return to Ipswich to reside after the war.

GEORGE HENRY CURTIS, born July 19, 1890, at Salem, Mass., son of Thomas H. and Nellie G. Curtis. Married Velina F. Canney of Ipswich, July 25, 1915. Mustered in July 15, 1918. He was assigned to the automobile course at Brown University, Providence, R. I.; transferred Sept. 12, to Fort Adams, Newport, R. I., in 23rd Co., C. A. C., then to Co. C, 59th Regiment Ammunition Train; back to 23rd Company, and discharged December 17, 1918.

PHILIP FOWLER DANFORTH, born August 16, 1896, at Ipswich. Son of George S. and Mary Abby Danforth. He was enrolled on August 28, 1918, at Camp Hancock, Augusta, Georgia, Training School for Officers, Co. 23, Machine Gun. Commissioned 2nd Lieutenant. Discharged December 10, 1918.



JOHN M. MAYES



JAMES A. McINNIS



EVERETT L. McINTIRE



LOUIE MIGNAULT

WILLIAM MATTHEW DAVEY, JR., born Nov. 5, 1895, at Portsmouth, N. H. Son of William M. and Ellen Davey. Married, November 1914, Miss Margery Bishop. Mustered in April 10, 1917, fireman U. S. N. He was attached to U. S. ships Virginia, Nebraska, Georgia, Delaware and Illinois, and was assigned to the U. S. Naval Aviation Station at Harvard College for a course in radio study. He was assigned to duty in Philadelphia, then, in July, 1918, went to France, where he was stationed at Paullac and Bordeaux. Later stationed at Rockaway Beach, rating as first class radio electrician. Discharged April 11, 1919.

FREDERICK EDWARD DAVIS, born Nov. 21, 1898, at Ipswich. Son of Frederick G. and Rosie Davis. Mustered in July 25, 1917, private, Company G, 49th Infantry, at Camp Merritt, Tenafly, N. J.

Sailed from Hoboken July 26, 1918, for Brest. Remained in camp near Brest two weeks, then entrained for Laguerre and thence to great classification camp at Le Mans. Assigned as replacement to Co. G, 112 Reg., 28th Division, at Savigny, early in September. Advanced into the woods and reached its first active front in the Meuse-Argonne sector, on Sept. 25. Relieved on Oct. 15; withdrawn to rest camp for five days; then moved to a reserve position in the St. Mihiel front and remained in camp in the woods until the armistice, November 11.

After the armistice hiked by Pagny-sur-Meuse to Blanche-le-Cote and spent the winter in drill. Entrained for St. Nazaire in April and sailed from that port in April on S. S. Pocahontas, for Philadelphia. Discharged from Camp Dix, May 8, 1919.

OSCAR ARTHUR DAVIS, born May 18, 1893, at Lewiston, Maine. Son of Harry O. and Florence Davis. Went to Fort Slocum, N. Y., May 10, 1918. Sent at once to Fort Ethan Allen, Vermont, and attached to Troop I, 210th Cavalry. Transferred to Battery C, 59th Field Artillery. Removed to Camp Jackson, Florida, in October. Discharged from Camp Devens, January 30, 1919.



ANTONY P. MILLAN



LESLIE S. MILLARD



CHARLES W. MILLER



FRANKLIN B MITCHELL

RICHARD WILBUR DAVIS, born March 16, 1894, at Ipswich. Son of Charles E. and Lucy H. Davis. Married Feb. 11, 1918, Miss Annie F. Reddy of Ipswich. Mustered in December 13, 1917. Rated landsman, U. S. N. Reserve Flying Corps. Changed to U. S. Naval Training Station, Charleston, S. C., 3rd Reg., 2nd Sec., 5th Co., rank, machinist; transferred to Naval Air Station, Pensacola, Florida, where he remained five months, until he was discharged, Jan. 26, 1919.

GEORGE HENRY DEMORE, born August 27, 1892, at Lawrence. Son of George H. and Jennie Demore. Enlisted October 18, 1917, private, Cavalry, Camp Fort Oglethorpe, Georgia, and when cavalry was disbanded, assigned to F. Battery, 80th Field Artillery, at Fort Oglethorpe, then at Camp McArthur, Waco, Texas, and at Camp McClellan, Anniston, Alabama.

Sailed overseas on August 22, 1918, on S. S. Lenape. At Brest September 3, and moved to Ploramelle and to Gossilin, later to Camp Meuson, training camp, remaining four or five months. Then to Pont-à-Mousson, to Commercy, to grand review at Colomsey-les-Belles again to Commercy and Vignot.

Sailed from Brest June 12, 1919, on S. S. Imperator. At New York June 20, at Camp Mills. Discharged from Camp Devens, June 27, 1919.

WALTER ERNEST DODGE, born February 18, 1897, at Ipswich. Son of Edward Warren and Lizzie M. Dodge. Enlisted June 16, 1918. U. S. Shipping Board instructor in seamanship on the training ship Calvin Austin until his discharge on November 20, 1918.

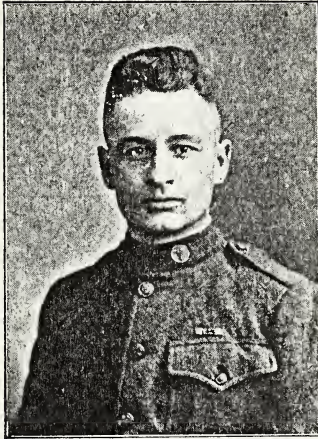
CHARLES LOUIS DOLAN, born February 22, 1893, at Ipswich. Son of James E. and Annie R. Dolan. Enlisted in U. S. Naval Reserve Force as first class seaman, April 10, 1917. Assigned to the U. S. Navy Transport America on July 5, 1917. Sailed from Hoboken on first trip to France with soldiers on October 31, 1917. Made 17 round trips to France. Released from active service October 14, 1919.



ROLAND J. MITCHELL



RALPH A. MITCHELL



WILFRED D. MORGAN



FRANK H. MORGAN

JAMES FREDERICK DOLAN, born June 10, 1888, at Ipswich. Son of James E. and Annie R. Dolan. After several years in the Coast Guard he enlisted in December, 1917, as machinist mate, 24th Co., U. S. Aviation Section, Pensacola, Florida, where he died on January 13, 1918. His funeral was on Sunday, January 20, the Home Guard performing escort duty to the grave, where a volley was fired and taps sounded. He was the first Ipswich man to die in the War.

FRANK WILLIAM DONDERO, born March 4, 1894, at Ipswich. Son of Jerome P. and Judith Dondero. He left home May 27, 1918, for Camp Upton, where he was assigned to the Depot Brigade; transferred to Camp Hancock, Ga.; then to Rantom, N. J., and to Camp Humphrey, Virginia. Later attached to Ordnance Department. Discharged June 13, 1919.

GARLAND CLARENCE DORT, born February 15, 1896, at Ipswich. Son of Charles F. and Minnie L. Dort. He served on the Mexican border in 1916, in Co. H, 8th Mass. Regiment, was mustered into the Federal service July 25, 1917, pioneer, 103rd Maine Headquarters Pioneers, changed to Headquarters Co. 103rd U. S. Infantry, 26th Division. Encamped at Westfield and sailed Sept. 25, 1917, on the Saxonia.

After ten days' quarantine at Borden, England, proceeded to Havre, and was stationed at Liffolle-Grand, where he was trained two months in the school for wireless signalling. On February 1, 1918, went to the front at Soissons. His work was very dangerous, going over the top close behind the advance line, carrying his roll of telephone wire and keeping up communication with the front. On his first day in this service he was wounded in the knee by a piece of shrapnel and also in the arm but was not relieved to the hospital. After 48 days on this line the regiment retired under heavy German shell fire, a long 14 days' hike to Liffolle-Grand. Three days were allowed for rest, and then they were recalled on trucks to the front in the Toul sector. At Apremont, in April, they relieved the 104th Regiment, which had suffered



EDWIN P. MURRAY



JOSEPH H. MURRAY



RUSSELL S. MURRAY



C. FRANCIS NASON

severe losses, and then moved to Chateau Thierry, where he was gassed and spent ten days in infirmary. At Torcy they were engaged four or five days, July 18. Here Mr. Dort went over the top in the first line, carrying his wire. A "blinker" was set up in No Man's Land, similar to a searchlight, which was operated by a key in signalling for men to be sent to the front. As the wires were constantly shot away, new wires were laid at once. The battle continued all day, the German shells being directed by their aeroplanes. At St. Mihiel his post was at a relay blinker station in the woods at the front.

Hiked to Verdun, where the lines were so close for three days that they talked with the enemy and exchanged bread and cigarettes. The artillery was constantly engaged and six men kept hard at work day and night on 19 lines of wire. Preparations were being made for a great attack, and many lines of wire were laid under a big barrage, but after three days' advance, the armistice was signed on November 11.

The 103rd Regiment was much reduced and was relieved at once by the 6th Division. A ten days' march brought them to Chauffort, a rest camp, and after several removals they sailed from Brest, March 18, in the U. S. S. America. Discharged April 28, 1910.

STEPHEN DRAGO, born June 9, 1893, in Italy. Son of Gaspare and Casimira Drago. Resident in Ipswich five years before the draft. Mustered in March 29, 1918, Camp Devens, then at Camp Upton, Long Island.

Sailed in S. S. Leviathan for Brest. At training camp at Bordeaux eight weeks in Battery F, 306th Field Artillery, 77th Division. Moved to Baccarat sector, Lorraine, July 14. Left August 1 for Vesle sector, where there was a sharp engagement August 16 to 18; then in the Oise-Aisne offensive. On Sept. 16 proceeded on long, nine-days' hike to the Argonne Forest. In vigorous action from Sept. 26 until the armistice.

After the armistice sent to the Military School at La Blanc. On Dec. 27 returned to the Chaumont area. Stationed there until February 7, 1919. Transferred then



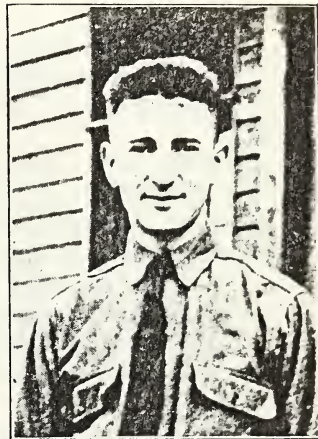
MYRON F. NASON



PAWEL NAUNCZYK



DANIEL NEVINS



BENJAMIN NEWMAN

to the Le Mons area, then to Brest. Discharged May 21, 1919.

JAMES ALBERT DOYLE, born July 31, 1887, at Ipswich. Son of John and Ann N. Doyle. Enlisted April, 1918, in Merchant Marine. Stationed on training ship Meade, in coast service. Released July 9, 1919.

ARTHUR DRAPEAU, born November 29, 1898. Son of John B. Drapeau. He enlisted in the Salem Cadets in 1915; was in Battery E on the Mexican frontier in 1916. He was assigned as private to the Supply Co., 101st Regiment, Newport News, Va., but when his company went overseas he was ill with meningitis and died in hospital in December, 1917.

JOHN JOSEPH DUFFIE, born May 2, 1895, in Ireland. Son of James and Mary Duffie. Mustered in Dec. 6, 1917, at Camp Devens, 29th Co., Depot Brigade; transferred to Veterinary Hospital No. 1 at Devens. Sailed April, 1918, S. S. Soritza, for Brest. Spent a week in rest camp, about two months at Bourbonne, moved then to Neuilly-l'Évêque, and remained there until June, 1919. Returned in S. S. Imperator. At Camp Upton and Camp Devens. Discharged July 3, 1919.

KONSTANTINOS MEHAL ELIOPOULAS, born May 5, 1890, in Greece. Declarant. Son of Konstantinos and Elene Eliopoulos. Mustered in April 29, 1918, at Camp Devens, Company B, 301st Infantry.

Sailed July 5 in S. S. Cedric for Liverpool. Proceeded to Southampton and Havre. Transferred to 161st Infantry, 41st Division, and later to 125th Infantry, 32nd Division. Was in the Meuse-Argonne advance and was gassed. After armistice he was taken sick and spent a short term in the hospital; was placed in the 5th Division, but returned to the 32nd. Sailed from Brest May 7, 1919, on S. S. Noordam. Dismissed from Camp Devens, May 27, 1919.

OSCAR LEONARD ERICKSON, born September 24, 1895, at Ipswich. Son of John and Matilda Erickson. Mustered in April 27, 1918, Georgetown, Mass. Reported at Camp Devens April 29, 1918, 11th Company, 151st Depot



JOHN E. NORMAN, JR.



WILLIAM G. NORWOOD



MICHAEL OLEHORIK



EDWARD H. PAIGE

Brigade. Transferred to Personnel Development Battalion. Appointed Corporal August 21, 1918. Discharged from Camp Devens, June 4, 1919.

CARL OSMOND ELLSWORTH, born May 27, 1893, at Ipswich. Son of Wilbur F. and Elizabeth Ellsworth. Enlisted in Merchant Marine in April, 1918, and was assigned to the training ship Calvin Austin, then to the Vasari, on which he made two round trips to Europe. He was released December, 1918.

EDWARD KINSLEY ELLSWORTH, born March 6, 1896, at Ipswich. Son of Wilbur F. and Elizabeth Ellsworth. Enlisted in Merchant Marine with his brother, and was assigned to the training ship Calvin Austin, and then to the Vasari, on which he made two round trips overseas. He was released December, 1918.

JOSEPH EMBUIDER, born June 6, 1895, at Brooklyn, N. Y. Mustered in August, 1917, rank of Corporal, Medical Unit I, Fort Ethan Allen, Vermont. Changed to cook at Fort Ethan Allen. He had been a cook in the New York State Militia previously. He was transferred to Texas, but was taken sick and was in the hospital at Atlanta, Georgia, ten months. He was discharged from the 3rd Company, 151st Depot Brigade, March 13, 1919.

WILLIAM JOHN HAVELOCK EWING, born October 5, 1899, at Ipswich. Son of Oscar H. and Alice Ewing. Enlisted July 25, 1917. Mustered in August 5, 1917. Private, Co. II, 104th Infantry, at Lynnfield, then in camp at Westfield.

Sailed from Montreal in S. S. Scotian, Oct. 4, 1917. At Liverpool Oct. 24, Southampton, Oct. 24, and Havre, Oct. 29, and at the training camp at Harreville from Nov. 1 to Feb. 6, 1918. On Feb. 7 the division moved to Soissons, and Company II was quartered at Terny and Sorney, two small villages near Soissons. On the night of Feb. 8 moved to Bois Montier and remained there five days; then advanced to Antioch Farm, where five days were spent in digging trenches and setting barbed wire. Hiked four hours to rest camp at Vauxcere on Feb. 19,



ANGEL C. PAPPAS



LEMUEL F. PARSONS



LAWRENCE PEATFIELD



J. FRANCIS PERKINS

and remained there until Feb. 28, when a long hike was made in the afternoon to Wauxaillon.

Remained there until March 6, when advanced to front line sector at Gilman Farm; quartered until March 18 in a great chalk cave, large enough to hold several hundred men, five or six miles away, called Cave 152, and in a similar cave at Neuville, March 19 to 21. On the 21st moved to Cuffies and next day to Soissons; entrained there for Bar-le-Duc, and from Bar-le-Duc made first long four-day hike to St. Blin and remained there March 27 to 31.

On Easter Sunday morning, March 31, took camions to Vertuzey, next day to Vignot, April 1, and were quartered in barracks for three days. On April 4 moved to Fremereville, and on April 10 to St. Agnont, near the front line. Here the company was chiefly engaged in Apremont Woods, April 12-14. Eight men were killed and many wounded, including Omar Godin and Chester Seahil of the Ipswich quota. Relieved and went to Vignot April 15, and to Vertuzey April 16 to 20, where the regimental flag was decorated by the French commander.

At Fort de Jouy April 20-22, then to Vertuzey again until May 2, 1918; at Gironville, in barracks in the woods, until May 9, then to Xivry, May 9, for a ten-day period. The week, May 19-25, was spent at Rambucourt, May 26 to June 2 at Gironville. The front trench line at Beaumont was occupied from June 2 to the 14th, when withdrawn to camp at Bois Jure from June 14 to 24. Hiked to Pagny-sur-Meuse, near Toul, and after four days entrained on June 29 in cars used for transporting horses; reached Orbais July 1, and two days later moved by camions, on the night of July 3, to Montreuil, and hiked on the night of the 4th into the lines in Belleau Woods.

Here, by desperate fighting, the Marines had stopped the German rush with heavy losses in the second battle of the Marne. The 104th relieved the Marines and went over the top in the Chateau Thierry drive on the morning of July 18, suffering many casualties. Gallant was among the wounded. Roberts farm was captured and the advance continued beyond. On July 25 withdrawn to Roberts Farm and remained there until July 30, engaged



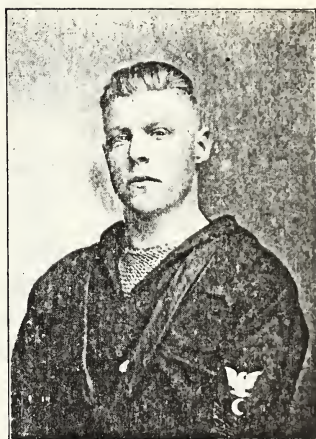
SYDNEY H. PERLEY



MAXINE J. PERRY



CHESTER H. PICKARD



ALFRED H. PLAYER

in constant drill. At Montreuil again on July 31, overnight, and billeted in the village of Reuil on the Marne, where the process of cleaning up and drilling was continued until August 13.

Entrained at La Ferte, near Reuil, proceeded to Puits in Cote-d'Or, and remained there in rest camp, Aug. 14 to 28. Entrained again at Chatillon, Aug. 29, for the St. Mihiel drive. The train was left at Tronville, and a long hike began. For six or seven days hiked all night, rested by day, and remained in camp in the woods until the St. Mihiel drive, Sept. 12 and 13. Held the front after the drive until October 8, and then hiked to the Verdun sector, where the regiment was under heavy fire until the armistice November 11.

During this period Mr. Ewing had a literal hair's breadth escape. Sitting one day at the door of the dugout, adjusting the strap of his helmet, a great shell exploded near by. As he was bending over holding his helmet on his knees a shell fragment which had been hurled high in air, fell between his head and his hands and buried itself in the earth without inflicting a scratch.

On November 4 he was sent to the hospital at Vichy, but recovered from his sickness and rejoined his command the day before Christmas.

The regiment was withdrawn to Bonnacourt and sailed for Boston from Brest on S. S. Mount Vernon.

Discharged April 28, 1919.

THEODORE ROGERS FARLEY, born at Ipswich, Nov. 22, 1894. Son of George E. and Emeline F. Farley. Married Miss Gladys St. Clair at Buffalo, N. Y., August 4, 1917. He enlisted June 18, 1916, in Buffalo, in the 65th Infantry, New York State Guards, and was stationed at Camp Whitman, N. Y. On July 12 he was transferred to the 3rd Field Artillery, and had been promoted to Sergeant when the regiment was sent to the Mexican border in September. Having passed a successful examination at Brownsville, Texas, he was commissioned 2nd Lieutenant Jan. 23, 1917, and was then the youngest commissioned officer in the National Guard. He was com-



ELMER F. PRESCOTT



EDWIN PRISBY



STEPHEN PRISBY



WALTER P. PRENTISS

missioned 1st Lieutenant October 1, 1917, at Spartanburg, S. C., where he remained until called for service in the War of the Allies.

He was assigned to the 106th Field Artillery, went overseas in the Matsonia, landing at St. Nazaire. After a short period in a training camp near Bordeaux his regiment went to the Verdun sector. On September 11 at 11.59, zero hour, his battery joined in the heavy fire that opened the St. Mihiel drive, and advanced with the infantry, stationed about a mile in the rear of their line. Then it was ordered to Montfaucon, where it suffered many casualties, and at Gercourt pressed the enemy so hard that three batteries of German guns, with their sights in place and their ammunition, were captured and turned upon the retreating foe.

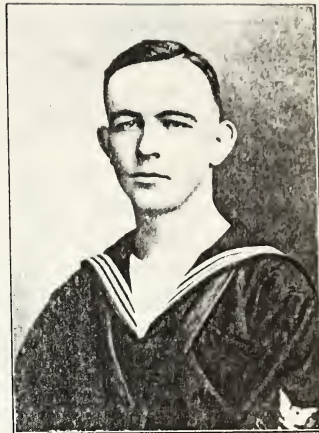
Lieut. Farley was slightly gassed in the sharp fighting in the Argonne Forest, but was not disabled, and was with his battery in action on the west and east banks of the Meuse. The last three days before the armistice on November 11, his guns supported the 104th Infantry, in which were a number of the Ipswich boys.

On February 20, 1919, he was promoted to the rank of Captain on the field of battle, in the face of the enemy, but he had been in virtual command of his company since June, 1918. Discharged May 21, 1920.

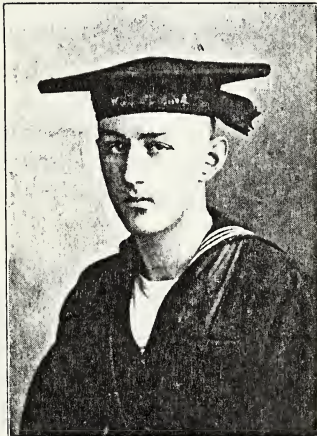
WILLIAM BERNARD FITZPATRICK, born January 28, 1883, at Stellarton, Nova Scotia. Son of James and Elizabeth Fitzpatrick. Enlisted at Boston, June 27, 1918, in Canadian Engineers, First Reserve, and was assigned to duty at Quebec. Sailed from there in middle of July on S. S. Pannonia for Liverpool. Stationed at Camp Burley, a seaport in Sussex, about two months and a half. Then removed to camp at Seaforth, where the men were trained in handling live bombs and hand grenades, in rifle drill, digging trenches and building bridges until the armistice. After the armistice the drills and training were lightened, but they remained at Seaforth all winter and the spring. Sailed from Southampton, June 28, in S. S. Mauretania, for Halifax, where he was discharged July 13, 1919.



GEORGE PYKATA



JOHN C. REDDY



JAMES D. REILLY



THOMAS E. P. RICE

CLARENCE H. FOGG, born in Salem, Mass., on November 27, 1887. Son of Julian A. and Clara Elizabeth Fogg. Married on April 11, 1918, to Sarah Elizabeth Gordon of Medford, Mass. Enlisted in the United States Navy on May 7, 1903, as an apprentice, third class. Served from that time until January 25, 1915, having advanced to rating of Chief Turret Captain.

Appointed Warrant Officer on January 16, 1917. February 28, 1917, was ordered to the U. S. S. Georgia as Ordnance Gunner, served on that ship until July 28, 1917, then ordered to New York for duty in connection with fitting out the Kaiser Wilhelm 2nd and doing ordnance duty on this vessel when commissioned. This vessel was renamed the Agamemnon. Served on the Agamemnon until February 14, 1918, and made two trips across with troops. Commissioned as Ensign on August 15, 1917.

On April 12, 1918, reported at New York. On May 7, 1918, sailed for France on troopship Pastores. June 1, 1918, commissioned Lieutenant, Junior Grade, and on September 21, 1918, was advanced to Lieutenant Senior Grade. Served on the troopship until March 29, 1918, and was ordered to receiving ship at Boston. During the period of service on board the troopship Pastores made ten trips through the war zone with troops, and was several times under attack by the enemy submarines.

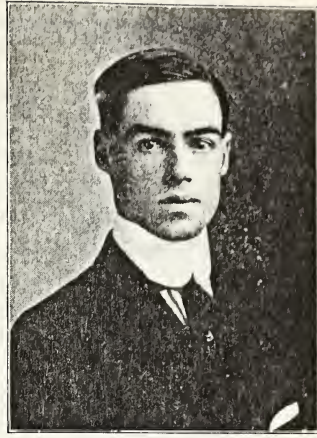
WILLIAM JESSE FOWLER, born Dec. 14, 1892, at Ipswich. Son of William H. and Mary E. Fowler (now Morey). Mustered in Oct. 1, 1917, Chief Yeoman U. S. N. R. Pay officer receiving ship Charlestown. Changed to pay officer Commonwealth Pier. Released February 13, 1919.

WALTER HOWARD FRASER, born January 19, 1895, at Cambridge, Mass. Son of David A. and Norah Fraser. Enrolled April 12, 1918, Naval Reserve, Charlestown. Called to service April 29, assigned to Receiving Barracks, Newport, R. I. In camp 12 weeks at Vanderbilt Farm. Released March 17, 1919.

WILLIAM J. FRAZIER, born June 3, 1891, at Cape Breton, N. S. Son of John and Isabelle Frazier. Enlisted



WARREN C. RICHARDSON



FRANCIS M. RILEY



WILLIAM J. ROBBINS



THOMAS ROBICHEAU

June 24, 1918, at Camp Devens; later at Camp Upton. Reported at both camps and finally rejected for physical disability. Discharged Sept. 9, 1918.

ALFRED JOSEPH GALLANT, born July 22, 1893, in Canada. Son of Francis J. and Annie Gallant. Mustered in March 28, 1918, at Camp Devens. Private, 8th Battalion, 2nd Depot Brigade. Transferred to Camp Laurel, Maryland, Co. A, 66 Regiment Engineers.

Sailed from Hoboken June 28, 1918, on S. S. Mongolian for Brest, and on arrival July 13, proceeded to Camp Raymond, St. Nazaire, and after two months to St. Florentin-sur-Yonne. August 2 moved to Jazes, headquarters of the 15th Grand Division.

He was engaged for the most part as chauffeur for his captain and despatch rider, but came to be of great service as interpreter. Replying to his parents' inquiries, when his letters failed to reach them, a very interesting and complimentary note came to them from the headquarters of the 66th Regiment.

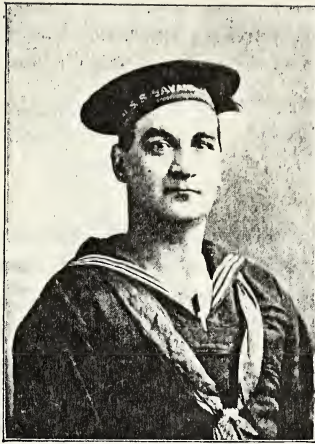
Nov. 16, 1918.

Mr. and Mrs. Francis J. Gallant.

Dear Mr. and Mrs. Gallant,

I write to assure you that your son is well and further that the work he has been doing with the regiment has been very much appreciated. He certainly has been of real help and assistance and has done his bit to assist in pressing the war to a successful conclusion.

Your son's knowledge of French has been of great assistance to us and some time since it was decided that his services were of more value directly in the headquarters than in driving the car, and he is now located in our office, where he performs the duties of interpreter, taking care of the many things that arise both in the correspondence and assisting the chaplain, who has the highest regard for him and thinks a great deal of your boy. I can say that you can rightly



LLEWELLYN A. ROGERS



FRANCIS G. ROSS



JAMES J. RYAN



WALTER RYGUBRAHI

be proud of your boy and feel sure that his good habits and behavior since he has been with our regiment assure us that he is a good son.

Very truly yours,

H. P. BREWSTER,
Captain Engineers,
Adjutant.

In November, 1918, he married Miss Suzan Coulet. Accompanied by his wife he sailed from Brest Aug. 24, 1919, in S. S. Mobile for Hoboken, and was discharged at the pier, September 4, 1919, as "mechanic."

ARTHUR JOSEPH GALLANT, born February 12, 1896, in Canada. Son of Joseph and Marian Gallant. Enlisted in Canadian army. Killed in action August 27, 1918.

JOSEPH ALEX GALLANT, born Feb. 19, 1898, in Canada. Son of Emanuel and Matilda Gallant. Mustered in July 17, 1917. Private, Company H, 104th Reg. Infantry, 26th Division.

Mr. Gallant was gassed and wounded in the left leg on July 20, treated at first-aid station five miles in the rear, then at evacuation hospital. At Paris four days, several weeks at Vichy, where he met his townsman and fellow member of Company H, Alfred E. Wade, and at Savigny. Sailed from Brest in the Rheindam, and after two months in hospital at Rahway, N. J., was discharged January 8, 1919.

JOSEPH SYLVESTER GALLANT, born Aug. 10, 1894, at Prince Edward Island. Son of Francis J. and Annie Gallant. Mustered in April 29, 1918, private, Co. L, 302nd Division, at Camp Devens.

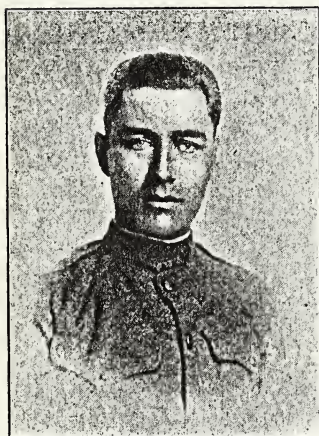
Sailed July 5, 1918, on S. S. Aquitania, for Liverpool. Proceeded by way of Southampton and Havre to training camp at Gennicourt for three days, then to Camp Hunt in southeastern France for two and a half months. Moved to Camp Baranquine in the Gironde, and to Camp Bessens, and while here, the armistice was declared. After the armistice stationed at another camp for a month, then at St. Sulpice, near Bordeaux, where the regiment remained



CHARLES T. SAUNDERS



ARTHUR B. A. SCAHILL



WALTER C. SENIOR



CHESTER A. SCAHILL

until June 21, when it sailed for home on S. S. Lancaster. At Hoboken on July 4, at Camp Mills and Camp Devens, from which he was discharged July 9, 1919. He was made Corporal and later Sergeant.

JAMES GAUDET, born Nov. 2, 1899, at Prince Edward Island. Son of Jerome and Julia Gaudett. Mustered in August 29, 1918. Went to Camp Upton, Yaphank, N. Y., and remained there. Discharged at Camp Devens June 2, 1919.

GEORGE GIAKOUMIS, born May, 1892, in the island of Mitylene, Greece. Came to the United States in 1912. Enlisted September 3, 1918, Company C, 2nd Depot Brigade. Discharged December 3, 1918.

ELWOOD GIDNEY, son of J. Howe and Mary E. Gidney. Enlisted August 14, 1917, in the British Navy, and left on that date for Ottawa, Canada. His parents moved from Ipswich before the conclusion of the war, and attempts to secure further details concerning his record have been unsuccessful.

CHARLES BERTRAM GILES, born December 14, 1884, at Beverly, Mass. Son of Charles A. and Ida M. Giles. Enlisted on Dec. 14, 1912, in National Guard on the border. Went overseas with Battery F, 101st Regiment, Field Artillery, 26th Division. May 1918, relieved and sent as instructor to Camp Jackson, S. C. Discharged, with rank of First Lieutenant, March 3, 1919.

LEWIS JAMES GILLIS, born Feb. 16, 1895, at Prince Edward Island. Son of John and Mary Gillis. Enlisted at Rumford Falls, Me., April 4, 1917, Company B, 2nd Maine Infantry, encamped at Westfield. Transferred to Company B, 103rd Regulars, 26th Division, with rank of Corporal on Sept. 10.

Sailed on the Scenic, September 23. Proceeded from Liverpool to Southampton and Havre, to French training camp at Liffol-le-Grand, where the regiment remained from Oct. 25 to Feb. 1. On Feb. 5, moved to the front



HENRY SHAW



CLAYTON L. SIMMS



JOHN SPERLING, JR.



ELMER C. SMITH

and occupied the trenches at Chemin des Dames; then withdrawn to Liffol-le-Grand and sent to Apremont in the Toul sector, where the regiment remained a month. An attack by 500 Germans was foiled by a heavy barrage and by the rifles and hand grenades of the infantry. Called to Chateau Thierry, reached there July 4, 1917, relieving the 6th Marines. On July 17, at 3 p. m., the company went over the top in the great American offensive, and advanced $3\frac{1}{2}$ kilometres through the wheat fields, exposed to severe machine gun fire. Only 17 men were left of the 250 in the full company, all the rest killed or wounded. The division returned to Chateau Thierry and the ranks were filled from the reserves.

Mr. Gillis was wounded in the leg in this action and spent a month in hospital, but was able to rejoin his company on October 1 at Verdun. For two weeks attacks were made over the trenches twice a day, and the men suffered much from mustard gas. He was disabled again and sent to hospital Nov. 1, Base Hospital No. 6 at Bordeaux, conducted by the Massachusetts General Hospital force. Recovered from an attack of broncho-pneumonia he was sent home December 24, 1918, on the Matsonia, and discharged January 31, 1919.

DANIEL JOSEPH GILLIS, born November 20, 1889, at Boston. Son of John and Mary Gillis. Mustered in August 4, 1917, in Lawrence. Went to Camp Dix, N. J. Transferred to Storage Department, Port Terminal, at Newark, N. J.

GEORGE LESLIE GILMORE, born May 11, 1899, at Ipswich. Son of George H. and Agnes K. Gilmore. Enlisted April 10, 1917, U. S. N. R. at Commonwealth Pier and Bumkin Island, then assigned to U. S. S. America, as seaman, on which he made nine round trips overseas. Released with rating of coxswain Feb. 8, 1919.

WILLIAM RALPH GILMORE, born July 13, 1896, at Ipswich. Son of George H. and Agnes K. Gilmore. Enlisted Dec. 7, 1917, as second class seaman U. S. N. R. Changed to machinist's mate second class. On Feb. 26,



JULIAN D. SMITH



CHARLES T. STROUT



MURRAY D. SURRETTE



PETER SURRETTE

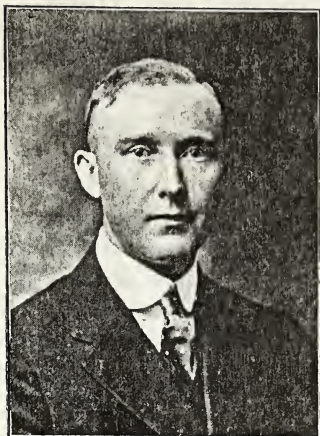
1918 assigned to U. S. Aeronautic School, Pensacola, Fla. Discharged April 5, 1919.

WALTER EVERETT GIRARD, born May 23, 1897, at Amesbury. Son of Daniel E. and Anna Girard. Mustered in October 22, 1918, 33rd Artillery at Fort Andrews, Boston Harbor; transferred to Search Light Detachment, Allerton; then assigned, Oct. 22, to 6th Company, Battery D, 28th Artillery at Fort Andrews, on December 6, 1918, C. A. C., made first class private March 28, 1919. Discharged April 25, 1919.

WILLIAM EDWARD GIRARD, born January 9, 1895, at Newburyport. Son of Daniel E. and Anna Girard. Mustered in August 14, 1917, private, Co. A, 30th Infantry, at Camp Syracuse, Syracuse, N. Y.; transferred to Camp Green, Charlotte, N. C., Oct. 28, 1917; appointed Corporal Feb. 1, 1918. Sailed for France, April 2, 1918, from Hoboken, in S. S. Aquitania, and proceeded to training camp at Boudreville. The 30th Regiment, 3rd Division, moved to the Aisne front on May 30, "The Stars and Stripes" of January 17, 1919, gives a vivid narrative:

"During the days from May 31 to June 4, 1918, while the 7th Machine Gun Battalion of the Third U. S. Division was making its gallant stand at Chateau Thierry itself, the other organizations of this Division were guarding and improving the crossing places of the Marne along an extensive stretch of the river, both east and west of the city. As the front of this section settled into a state of semi-stability during the month of June, the elements of the Third Division were gradually brought together into a more compact sector of about ten kilometer front, reaching from Chateau Thierry on the west to the Jaulgonne bend in the Marne on the east. This sector of the Division proceeded always more or less under the harassing fire of the Germans on the high hills north of the Marne, gradually to strengthen with strong points and belts of wire entanglements."

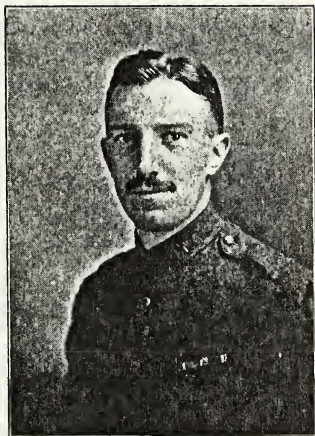
On June 15, Company A moved to the Champagne, and on June 18 to the Vesle sector, where it was engaged



ARCHIE THERIAULT



ELLIOT F. TOZER



DANA TRIMBLE



EVERET R. TUCKER

in the Aisne-Marne offensive until June 27. It was moved to the Meuse-Argonne front and was stationed there from the 4th of August to the 19th. Corporal Girard was wounded and gassed in the middle of the month and remained in the hospital at Contrexeville until Sept. 24, when he rejoined his company in the Meuse-Argonne and participated in the offensive, which continued from Sept. 30 to October 27.

After the armistice, with the Army of Occupation, his regiment was stationed eight months in Germany, in the towns of Mayen and Inonreal. Returned from Brest, August 8, 1919, on S. S. Mani, at Philadelphia, Aug. 17. Discharged from Camp Dix, N. J., August 19, 1919.

JOHN LAMSON GLOVER, born December 14, 1896, at Ipswich. Harvard, 1919. Son of Arthur C. and Gertrude Lamson Glover. Enlisted July 9, 1918, in the Medical Reserve Corps, U. S. Army, private. Discharged December 27, 1918.

PERCY LINWOOD GLOVER, born January 1, 1893, at Annisquam. Son of Charles A. and Mary E. Glover. Married Miss Ina J. Spencer, July 4, 1914. Mustered in August 16, 1917, private, musician, Band 8th Reg., Headquarters Co., at Westfield, Mass. Stationed at headquarters, Camp Greene, Charlotte, N. C., and at Camp Wadsworth, Spartausburg, S. C. Discharged December 27, 1918.

OMAR ALFRED GODIN, born April 5, 1900, at Ipswich. Son of Jean and Emma Godin. Enlisted in March, 1917, lacking a month of seventeen years. Mustered into Federal service May 21, 1917, private, Co. II, 104th Reg. Infantry, 26th Division.

While his company was in action at Apremont Woods, early on Sunday morning, April 13, 1918, Mr. Godin, standing guard, narrowly escaped death from the explosion of a shell, which killed two men beside him. Suffering from many and painful wounds, he lay half unconscious and unattended in the mud of the trenches for twenty-four hours before he could be rescued. During



WILLIAM J. VERA



ALFRED E. WADE



FRANCIS C. WADE



DENNISON C. WALLACE

the next eight weeks he underwent nine operations at the evacuation hospital. His left leg was amputated below the knee, his right leg suffered compound fracture and the bones were so badly crushed that several inches were removed. He received minor wounds in both arms, both hands, head and face, and a fragment remains in his left hip. He passed from hospital to hospital in France, returned to America and, after further treatment, was discharged from the hospital February 9, 1919.

GEOFFREY DEARBORN GOODALE, born Sept. 4, 1898, at Boston. Son of Dr. Joseph L. and Adelaide M. Goodale. Inducted into service Nov. 24, 1917, at U. S. Army School Military Aeronautics, Cornell University, Ithaca, New York. Six months later became ill and was discharged May 1, 1918.

ROBERT LINCOLN GOODALE, born August 2, 1895, at Boston. Son of Dr. Joseph L. and Adelaide M. Goodale. Student at Harvard in the class of 1918. Attended Officers Training Camp at Plattsburg in the summer of 1915, and in the fall of 1915, while in college, joined Battery A, Mass. Field Artillery, and as a member of that Battery, went to the Mexican border in June, 1916. Returning to college, he joined the Harvard Regiment, and was enrolled as Top Sergeant in R. O. T. C.

Inducted into service at Camp Devens, September, 1917, and was appointed Sergeant, Company B, 302 Regiment, but was assigned in November to the Provisional Officers Candidates Battalion, Leavenworth, Kansas. After three months study was graduated as 2nd Lieutenant, and assigned to 9th Field Artillery, Fort Sill, Oklahoma. He was raised to First Lieutenant August 1, 1918. Ordered to Overseas Camp, Camp Jackson, S. C., about two weeks before the armistice, and discharged from that camp Dec. 10, 1918.

CHARLES EDWARD GOODHUE, JR., born May 27, 1894, at Ipswich. Son of Charles E. and Elsie M. Goodhue. Graduated from Boston University 1916. Married Miss Amy Lindsay, Sept. 14, 1918. Mustered in First Naval



DENNIS J. WARNER



WILFRED WARNER



FRANK WARYJAS



DANIEL S. WENDELL

District, Chief Yeoman, Sept. 26, 1917. Ensign, Naval Reserve, Charlestown Navy Yard. Released December 26, 1918.

PAUL RUSSELL GOODHUE, born November 28, 1899, at Ipswich. Son of John W. and Blanche R. Goodhue. Attended 2nd Plattsburg Camp from July 16 to Sept. 16. Registered Sept. 12, 1918. Acting 1st Sergeant, Company B, S. A. T. C., Boston University. Discharged December 16, 1918.

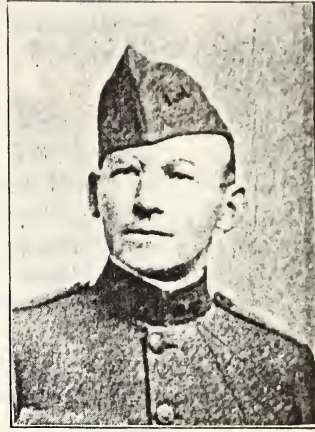
CHARLES ALFRED GOODWIN, born March 23, 1888, at Waltham, Mass. Son of William T. and Alice G. Goodwin. Entered service Oct. 5, 1917, at Camp Devens, and was later transferred to the Medical Corps and stationed at the base hospital at Camp Devens, Nov. 22, 1917. Transferred to Fort Jay, New York, and went overseas Jan. 4, 1918. Sent to Blois to assist in organizing a hospital, then transferred to Bordeaux and was stationed in the office of the Base Surgeon, Base Section 2, A. E. F. Made a Sergeant in March, 1918, and promoted in Sept., 1918, to Sergeant first class. In November, 1918, commissioned Second Lieutenant and served as statistical officer on the staff of Major General Robert E. Noble, Base Surgeon. Discharged at Camp Devens April 10, 1919.

HAROLD WENTWORTH GOULD, born October 25, 1897, at Ipswich. Son of Arthur W. and Gertrude W. Gould. Mustered in April 15, 1918. Private, Engineers, Co. I, 34th Regiment, Camp Dix, Wrightstown, N. J.

Sailed from Hoboken, July 8, 1918, in S. S. France, for Brest, and proceeded to the American rest camp in the barracks of the old Napoleonic prison camp at Pont-a-Nazen, and three days afterwards to the great Intermediate Engineers Supply Depot No. 1, at Gievres. The train loads of engineers' supplies came directly from the ships and the contents were assorted here, stored in innumerable warehouses and shipped to the front. He was engaged in this service until June 5, 1919. Sailed from Brest June 24, in S. S. Vedic. At Boston July 3. Discharged from Camp Devens July 7, 1919.



EDWARD T. WELLS



ALBERT F. WELSH



JOHN WILK



THOMAS H. WILKINSON

ROSCOE WELLINGTON GOULD, born at Ipswich, April 4, 1896. Son of Arthur and Gertrude W. Gould. Mustered in July 31, 1917. First class private Signal Corps, Depot Regiment, Company F, at Burlington, Vt. Discharged February 6, 1919.

RAYMOND LANGLEY GRADY, born May 12, 1895, at Ipswich. Son of David A. and Eva A. Grady. The Ipswich Chronicle of June 1, 1917, notes: "Raymond Grady of New York City has successfully passed examination for rank of sergeant chauffeur of the Officers Reserve Corps of New York, and is now in command of 10 motor trucks and equipment. He passed with the highest rank, 92 per cent."

He joined the 131st Aviation Corps in Texas, was in service later at Newport News and in New York, and went to England in the same service. He was discharged December 7, 1918.

GEORGE LEWIS GRANT, born September 15, 1896, at Newburyport. Son of Fred L. and Elizabeth Grant. Mustered in September 6, 1918, private. Stationed at Syracuse, N. Y., then at Newport News, later, rank of Corporal, Quartermaster's Co., Hospital 51, National Soldiers' Home, Hampton, Va. Discharged April 10, 1919, Utilities Department No. 11, T. M. C., Camp Devens.

STEPHEN M. W. GRAY, born Feb. 9, 1893, at Boston. Son of Mr. and Mrs. Samuel S. Gray. Enlisted April 3, 1917, in the U. S. N. R. F. and was stationed at Commonwealth Pier, Boston. He was later transferred to and served at the U. S. Naval Air Station at Chatham, Mass. Released from active duty January 3, 1919.

CHARLES GWINN, born Sept. 1, 1896, at Ipswich. Son of Charles T. and Jennie (McLean) Gwinn. Mustered in Aug. 27, 1918. Stationed at Camp Jackson, Columbia, S. C. Removed to Newport News, Oct. 28. Returned to Camp Jackson Nov. 25. Discharged at Camp Devens, January 10, 1919.

GEORGE HENRY GWINN, born at Ipswich, Mass., May 26, 1891. Son of Charles T. and Jennie (McLean) Gwinn.



A. HAROLD WILSON



HENRY E. WILSON



LESTER L. WOOD



ALBERT C. WRIGHT

Left Ipswich in January, 1917, and sailed from Boston for France. Nothing further has been heard from him directly from the time he left Ipswich until the time of compiling these records.

In April, 1917, a letter was received here by his mother, from a Mrs. Brooke, of London, England, who told of meeting him at a supper given for sailors, near London Bridge. Recognizing him as an American, she questioned him as to where he came from, and was much surprised to learn that he came from Ipswich, Mass., as she was acquainted with people living on the Upland Farm at Ipswich, Mass. At that time he was in service in the English Navy, and in the absence of news from him it is thought he must be dead.

HARRY E. GWINN, born at Ipswich, Mass., Aug. 20, 1895. Son of Charles T. and Jennie (McLean) Gwinn. Entered service November 1, 1916, in the U. S. N. R. F. Served on the U. S. S. Oklahoma and U. S. S. Kansas, and made several trips overseas. Released from active duty in October, 1919.

LAWRENCE ROLAND GWINN, born Feb. 11, 1898. Son of Charles T. and Jennie (McLean) Gwinn. Enlisted Dec. 13, 1917, private, 7th Company, C. A. C., Fort Warren, Boston Harbor. At Camp Merritt, N. J., Sept. 19, 1918. Transferred to Casual Co., Co. C, Oct. 2, and to Battery C, 137th Field Artillery, 63rd Brigade, 38th Division, the Cyclone Division, at Camp Mills, Long Island. Sailed October 6 on Empress of Britain. At Liverpool Oct. 17, and proceeded to Camp Codford, Wilts., to Southampton and Cherbourg. Billeted at Ploernel, Morbihan, France, until November 4, when removed to Camp de Mencon, where training in use of 75 mm. guns was completed.

After the armistice the Regiment went to Brest, sailed on the La France, Dec. 17, and on arrival, went to Fort Benjamin Harrison, Indiana, where the Battery was discharged January 17, 1919.

STELIANOS HATZISTAMATION, age 24, born in Pyrgos, Island of Samos, Greece. Came to United States in 1914.

Enlisted in June, 1918. Sailed for France, Sept. 16, 1918. Gassed at Verdun, went to hospital for two weeks. Returned in May, 1919. Discharged in May, private, Company C, 138th Regiment, 35th Division.

LYMAN HALE HAGGERTY, born August 17, 1887, at Ipswich. Son of Daniel and Elizabeth Haggerty. Married, June 16, 1909, Miss Hattie E. Davis. Enlisted October 27, 1917, at Cambridge, Mass., Ground School Aviation, transferred to Princeton University, Jan. 1, 1918, and graduated Feb. 8, 1918. Transferred then to Camp Dick, Dallas, Texas, and remained there until April, 1918, when he was transferred to Mincola, Long Island. Began flying there and completed the course and was commissioned 2nd Lieutenant, June 8, 1918.

Transferred then to Instructors' School, Brooks Field, San Antonio, Texas, then to Wilbur Wright Field, Dayton, Ohio, for course in gunnery, and to Garden City, Long Island, under overseas orders, and remained until the armistice. An attack of influenza prevented his going overseas with his squadron. Recovering, he was sent to Rockwell Field, San Diego, Cal., for aerial gunnery and pursuit course, and was graduated as Pursuit Pilot, March 8, 1919. Transferred to Mather Field, Sacramento, and engaged in Fire Forest Patrol work in aeroplane.

Lieut. Haggerty on one occasion fell with his aeroplane 2300 feet, but escaped serious injury, suffering only a broken nose. Discharged October 31, 1919.

CLYDE KEITH HALL, born Nov. 9, 1896, in Ipswich. Son of Emery A. and Emma J. Hall. Before enlistment he had taken a course at Lowell Institute and a partial course in the Institute of Technology. Enlisted Jan. 20, 1918, 1st class private, Aviation School of Military Aeronautics, University of Texas, Austin, Texas; completed War Course of School of Five for Field Artillery at Fort Sill, Oklahoma, Dec. 6, 1918, and was commissioned 2nd Lieutenant. Discharged January 30, 1919.

EUGENE JOHN HARRIGAN, born October 22, 1897, at Houlton, Maine. Son of John C. and Elizabeth Harrigan.

Mustered in Dec. 2, 1917, Auxiliary Remount Division, Depot 329, at Camp Traverse, San Antonio, Texas. Continued there in the breaking and training of horses and mules, until return to Camp Devens. Discharged March 28, 1919.

ABRAHAM HARRIS, born Sept. 9, 1893, at Salem, Mass. Son of Herman and Rachel Harris. Mustered in April 27, 1918, at Camp Devens, 151st Depot Brigade; transferred to 304th Infantry, G Company, 76th Division, on May 28.

Sailed from Boston, July 7, on S. S. City of Brisbane, for Liverpool. The convoy was attacked by a submarine, which destroyed one ship. Proceeded to Southampton and Havre, and on July 29, at Chateau Thierry, joined 39th Infantry, 4th Division of the Regular Army. At Muriat Woods August 2-7, at the Vesle River August 7-12, where engaged in first real action, sixty-nine days after being mustered into service.

Was at St. Mihiel for two days, Sept. 12-14, in the Meuse-Argonne Sept. 26 to Oct. 18. Remained on this front until the armistice. In the Army of Occupation, marched from Nov. 20 to Dec. 8, by way of Luxembourg, to the Rhine. Stationed at Coblenz five months, engaged in constant guard duty; at Andernach one month, and changed there to Pioneers and took over the 3rd Army forage dump, involving work in fatigue suits, checking the forage as unloaded from barges, switching cars, making up trains, etc. Transferred to Rolandseck, then to various towns and villages. Entrained on July 22, from Germany, and sailed from Brest August 1, on S. S. Leviathan for Hoboken, then to Camp Merritt and Camp Devens. Discharged August 12, 1919.

FRED DUDLEY HARRIS, born August 8, 1896, at Medford, Mass. Son of Ned L. and Alice D. Harris. Enlisted in Merchant Marine, August, 1918, on training ship Meade. Ordered to Quebec to make up a crew, thence to New York. Transferred to S. S. Randolph S. Warner, New York to Norfolk, thence to Rio Janeiro, as ship's carpenter, to Rosario and Argentina. Discharged August 15, 1919.

MOSES JACOB HARRIS, born Oct. 12, 1887, at Boston. Son of Herman and Rachel Harris. Mustered in Oct. 5, 1917, private, 5th Bat., 18 Co., Depot Brigade, Camp Devens. With the Camp Quartermaster until discharged, December 18, 1918.

HENRY HAMILTON HARVEY, born March 8, 1896, at Ipswich. Son of Charles W. and Eliza C. Harvey. Mustered in August 16, 1917, private, Medical Corps, Fort Ethan Allen, Vermont. Changed to cook, Medical Reserve, Field Hospital No. 30, Fifth Sanitary Train, Fort Ontario, Oswego, N. Y.

Sailed from Hoboken, June 4, 1918, on S. S. Mauretania for Liverpool, and proceeded to Southampton and Havre, and to training camp at Corseux. Transferred to training camp at La Salle, then to hospital at St. Dié when wounds were received from the battle at Frappelle in the Vosges Mountains, and successively to camp hospital at Eloyes and to rest camps at Romain and St. Germain, approaching the St. Mihiel front. Stationed at St. Jean, where casualties were received, at camp hospital at Franchville and Souhesmes-le-Grand and at the hospital at Sivry-la-Perche in the Argonne during the offensive up to the armistice. Then moved to Septsarges, a rest camp; to Dun-sur-Meuse, a rest camp, and to hospital at Longwy. On Jan. 1, 1919, moved to Luxembourg, and remained there until March 20. Sailed from Brest April 14, in S. S. Vedie for Boston. Discharged from Camp Devens, April 26, 1919.

EDMUND RALPH HASKELL, born August 2, 1890, in New Orleans, La. Son of Edmund and Rena Haskins Haskell. Enlisted April 16, 1917, in U. S. N. R. F. Served as Executive Officer on the U. S. S. Halyon II, and later as Commanding Officer. Released from active duty, March, 1919.

HAROLD KYES HASKELL, born May 18, 1894, at Peterborough, N. H. Son of George H. and Katharine Haskell. Married Sept. 29, 1917, Miss Louise Fox. Mus-

tered in Jan. 28, 1918, plumber, Commonwealth Pier; transferred to Naval Experiment Station, New London, Conn. Discharged February 14, 1919.

FRANCIS JOSEPH HERLIHY, born March 14, 1890, at Ipswich. Son of Michael and Catherine Herlihy. Enlisted Sept. 20, 1917, 1st class private, Signal Corps. Assigned to Depot Co. F, Signal Corps, University of Vermont, Burlington, Vt., where he studied telegraph, telephone and wireless, Sept. 20 to Feb. 15, 1918. At Carnegie Technical Institute, Pittsburg, Feb. 17 to May 20; radio mechanic and instructor at Southern Field, Americus, Georgia, May 22 to Nov. 1, 1918. Discharged, with rank of 1st Sergeant, from Camp Meade, Md., Dec. 28, 1918.

MORRIS JEROME HERLIHY, born August 27, 1894, at Ipswich. Son of Michael and Catherine Herlihy. Rejected at physical examination for the U. S. Navy, he enlisted in the Merchant Marine. Stationed three months on training ship Gov. Dingley, then on Black Arrow to Bordeaux, then to South Africa. Discharged August 20, 1919.

JOHN PARKER HILLS, born Dec. 23, 1887, at Ipswich. Son of Howard and Harriet M. Hills. Mustered in July 1, 1918. Went to Wentworth Institute, special student, then to Fort Andrew. Discharged April 7, 1919.

EZRA GOODWIN HINCKLEY, 2ND, born October 12, 1891, at Ipswich. Son of David B. and Agnes Hinckley. Mustered in July 31, 1918, at Camp Syracuse, N. Y. About the end of August, sent to Camp Mills, Long Island, and attached to headquarters as orderly. Discharged from that camp January 13, 1919.

HENRY HAROLD HOLLAND, born February 1, 1892, at Ipswich. Son of Edgar I. and Margaret A. Holland. Enlisted June 9, 1910, in U. S. Navy. Trained three months at Newport, R. I., then assigned to battleship North Dakota on a cruise to England, France and Germany. Remained on this ship two years, and spent the

two following years in the Torpedo School at Newport rated as coxswain. Attached to the Tennessee, 2nd class boatswain's mate, he had a thrilling experience when a huge tidal wave wrecked the ship at San Domingo. Many lives were lost and he was finally thrown upon the rocky shore, after being in the water for two hours.

Assigned then to the U. S. S. Ohio he reached the rating of chief boatswain's mate. During the War his ship performed patrol duty on the U. S. coast, and since the armistice was engaged in transporting the soldiers home from France. Still in service.

DONALD EDWARD HOMANS, born January 7, 1898, in Ipswich. Son of Henry B. and Lottie C. Homans. Inducted into the Students Army Training Corps at Middlebury College, Vermont, October, 1918. Discharged December, 1918.

JOSEPH WARREN HORTON, born in Ipswich, Mass., on December 18, 1889. Son of Benjamin and Susan Tower Horton. Graduated from the Massachusetts Institute of Technology, June 9, 1914. Married Adelina C. Doucet, on September 7, 1916. Was employed by the Western Electric Company in its research laboratories, and with America's entry into the war was sent to the Naval Air Station at Pensacola, Fla., to develop apparatus for the detection and location of air craft. Was transferred to anti-submarine work, sent to the experimental station at Nahant, Mass., together with engineers and scientists working in connection with the naval authorities. Was granted a leave of absence by the Western Electric Company and entered the Naval Service on September 20, 1918, as a technical expert to assist in placing the latest American anti-submarine devices in actual operation in European waters.

Sailed from New York on the Carmania on October 6, 1918, and was sent to a number of British naval stations with members of Admiral Sims' staff, to investigate and report upon the apparatus that was being used by the Allies. Was engaged in this work when the armistice was signed. Sailed from Liverpool on the Empress of Brit-

ain on December 1, 1918, and was honorably discharged from the service on December 13, 1918.

GEORGE H. HOVALEK, born September, 1894, in Poland Mustered in October 8, 1917. Musician, Headquarters Company Band, 327th Infantry, Camp Gordon. Honorably discharged.

GEORGE RUSSELL HOVEY, born Dec. 8, 1899, at Ipswich. Son of Thomas and Ella Hovey. Enlisted Dec. 31, 1915, at Campbelton, N. B., Canada, in the 132 Battalion Canadian Infantry, but his feet failed and he was dismissed Sept. 29, 1916. Re-enlisted May 8, 1917, at Sussex, N. B., in No. 2 Field Company. Sailed Sept. 5, 1917, from Halifax on the S. S. Megantic for Liverpool. Proceeded to Sunningdale Training Camp. On Oct. 17 went over to Boulogne, and then to the front line at Lens, an active sector, in the 1st Battalion, 1st Canadian Division. Remained there two weeks, and then moved to Ypres. Engaged in a four days' drive and then holding the line for the rest of the year.

In January the battalion was at Lieven, between Lens and the Arras sector, and at Arras during the months of March, April and May, holding the line under constant fire. Two months' rest followed and on August 2 the Battalion returned to the battle line at Amiens and engaged in the Battle of Amiens, August 8 and 9. The Battle of Amiens was the first of the great counter-offensives in which the British armies were engaged during the latter half of 1918, the French on the right, the Canadian corps in the center, the Australian corps on the left.

Zero hour was at 4.20 o'clock on the morning of Aug. 8. Promptly to the minute the barrage opened fire and the infantry and tanks crossed the jumping-off line and moved forward to the attack. The First Brigade attacked with three battalions in line, the First in support, and was successful everywhere, securing the high ground east of Cayeux and the crossings of the River Louze before noon. On the second day of the battle, August 9, on the 1st Division front, the 1st Brigade was ordered to capture Beaufort and Rouvray. The attack was made with the First and

Fourth Battalions in line, with machine gun support. Heavy machine gun fire was met at the outset, but the objective was reached. In this battle the First Canadian Division suffered severely, the casualties including 170 officers and 3,148 other ranks.

On August 20, the Canadian troops began to move northward again, in order to take part in the operations east of Arras, that were but the beginning of a battle that lasted for more than two months and ended only when the armistice came into force. The Battle of Arras, which lasted from August 26 until September 3, 1918, was the next great battle in which the Canadians took part. The First Canadian Division having been moved rapidly from the Amiens front, relieved the Second Division on the night of August 28. It went into action at 4.40 a. m. in the morning of the 30th, attacking the strong Frenes-Roneow trench line. Heavy fighting continued through the greater part of the day. Days of bitter hand-to-hand fighting followed, but the Driencourt-Queant line was forced and the advance was pushed twelve miles to the Canal du Nord, outflanking the enemy's defenses west of Douai and causing a retirement from Arras and Armentieres. The First Canadian Division was relieved on Sept. 5 and moved to the Walrus area, southwest of Arras.

The great battle of Cambrai was now at hand. The First Division was recalled to the line and reached its area on Sept. 25, and on the night of Sept. 26 all units moved to their positions, the night being exceedingly dark and heavy rain falling until nearly dawn. Before them was the canal and beyond it the canal trench, strongly wired and machine gun. The battle opened on Friday morning, Sept. 27, with an enormous concentration of artillery fire, machine guns firing in barrage, while the Engineers were projecting smoke and boiling oil into the village of Marquion and the high ground further to the north. The first rush carried the canal and the opposing trenches. The First Battalion passing through the Fourth, took up the fight and carried the line forward 1,500 yards. It was then held up by heavy machine gun fire, and the

Second and Third Battalions passed through and by hard fighting reached its objective.

The battle was waged furiously day after day. On the 29th of September the advance was held up by the enemy's fire. The 30th brought no decision. On the morning of October 1 the First and Fourth Battalions launched the attack for the First Brigade. The First Battalion secured the line of the railway north of Blecourt, but was unable to advance further owing to the intense fire from Abancourt. A general retirement followed, but a great attack was made on October 8 and 9, and Cambrai fell.

The First Canadian Division had no active part in later operations. It was in billets in the Somain-Peequencourt-Masny area when the armistice was announced. On November 13 the move to the concentration camp west of Mons was begun. On November 18 the march for the Rhine was begun. The frontier was reached on Dec. 4, and on Friday, Dec. 13, the entire Division marched through Cologne and crossed the Rhine over the Neue-Brücke bridge. The bridgehead area was occupied until January 5, 1919, when it was relieved and began withdrawal to the Huy area, where it remained until March 1, when the return to England began.

Mr. Hovey sailed from Southampton, April 15, on S. S. Olympic for Halifax, and was discharged at St. John, N. B., April 22, 1919.

HALLETT DOLE HOWE, born at Ipswich, Mass., Jan. 7, 1893. Son of Thomas A. and Annie Howe. Was commissioned Dec. 12, 1917, as a Second Lieutenant in the Ordnance Engineering Division and reported for active duty January 15, 1918, at Washington, D. C. Served under Col. J. B. Rose, and was assigned to the Anti-Aircraft Section of the Engineering Division. He was later placed in charge of Fire Control Material, and later of Fire Control Material for all Field Artillery, both light and heavy. Promoted to rank of First Lieutenant of Ordnance, August 15, 1918, and was transferred to Bos-

ton to supervise inspection of fire control material. Honorably discharged October 31, 1919, at Boston.

THEODORE CUMMINGS HOWE, born May 4, 1846, at Braintree. Son of Daniel and Hannah L. Howe. Married, March 17, 1867, Miss Sarah E. Brown.

Mr. Howe served in the Civil War and in the U. S. Navy in the Spanish War. He was paymaster on the school ship Ranger for five years and made a cruise around the world. Recalled from the retired list when war was declared against Germany, he acted as Chief Yeoman at Little Building and more recently at the Navy Yard.

THEODORE FREDERICK HOWE, born August 29, 1876, at Ipswich. Son of Theodore C. and Sarah E. Howe. He enlisted in the U. S. Navy in 1898, accompanied the "White Squadron" in its world cruise, was stationed in Hayti in charge of U. S. interests, whence he was recalled to service at the Navy Yard and Commonwealth Pier. He ranks as Lieutenant. Still in service.

ARTHUR ALLISTON HULL, born March 23, 1898, at Ipswich. Son of Frederick R. and Minnie B. Hull. Mustered in October 28, 1918, 7th Co., Co. B, Coast Artillery Band, at Fort Warren. Discharged in December, 1918.

EDWARD G. HULL, born May 9, 1895, at Ipswich. Son of Justin J. and Eva A. Hull. Mustered in Aug. 25, 1917, Coast Guard No. 24, Nahant. August 14, 1918, engaged with the Boston Auto Gauge Co., taken over by U. S. to make gauges for gasoline tanks. Discharged August 11, 1918.

CHARLES TRANTON HULL, born May 8, 1896, at Chelsea, Mass. Son of Charles G. and Margaret Hull. Mustered in Sept. 21, 1917, acting corporal Company B, 302nd Machine Gun Battalion at Camp Devens. Sailed from Boston July 5, 1918, on S. S. Ajax, for London. After a brief stay at Winchester, proceeded by way of Southampton and Havre to a convalescent camp for three days, then to St. Florent for a week.

Transferred to replacement company 147th M. G. B. and sent to training camp at Solsichur. Left August 2

for Chateau Thierry, where he joined the 306th M. G. B., Company B, 77th Division, then in the active front at the Vesle. Went over the top August 21, with the 306th and 308th Infantry of the same Division. Fismes and Chery were taken, but re-captured by the Germans. Two days later advanced to Blenzy, where the Americans were relieved by the Italians. Acted as gunner No. 1 and sometimes as loader No. 2 in the machine gun squad.

A ten-hour hike brought them to Chateau Thierry, where the night camp was made in the woods, and the next day taken in lorries back across the Marne and arrived in two days at the Champagne front, at the left of Verdun. In the Argonne drive the 77th Division held the left. Two nights were spent in the trenches before the action began. On Sept. 26 the Americans attacked, following a heavy barrage which overcame the German fire and prepared the way for the advance. Moved through the trenches about two miles to the front, close to Jerries. Continued in the Argonne advance without relief until about October 26. Grand Pre was taken twice and lost twice, then taken a third time and held.

The 77th Division was relieved now by the 82nd Division and withdrawn into the forest for a two days' rest. Took up the drive again at Stonne and Remilly, halting at the Meuse, two miles from Sedan, and occupied the trenches, under heavy barrage, until the armistice, November 11. Three men in the squad were killed in these operations. Mr. Hull was gassed, but recovered in a few days. He was lost three hours one night in the Argonne Forest in a withdrawal from an advance position, but by a happy chance met a doughboy and escaped from shell hole to shell hole through the barrage to the American lines. On one occasion, sitting with his squad in an abandoned German dugout, a three-inch shell came through the roof into their midst, but failed to explode. Food failed in these rapid movements, and often a dead soldier's iron ration was eagerly sought.

After the armistice a long, fourteen days' hike brought the regiment through Stonne, St. Florent, and other towns and villages to Rennepont, where two months were spent

and Christmas celebrated. Moved in box cars three days to Vion in Le Mans area, and were billeted there in the stone cottages with stone floors for two months more. Sailed from Brest April 19, 1919, on S. S. Aquitania, for New York. After a week at Camp Mills, Long Island, and a few days at Camp Devens, discharged May 8, 1919.

JAMES JOSEPH HUGHES, born February 7, 1896, at Boston. Son of James J. and Susan Hughes. Mustered in December 4, 1917, Camp Devens, 1st Depot Brigade. Transferred to Headquarters Company. Discharged from Camp Devens, June 12, 1919.

ROBERT HAZEN IRVINE, born April 6, 1891, in New Brunswick. Son of Robert and Clara Irvine. Mustered in Feb. 25, 1918, private, 6th Co., 151st Depot Brigade, at Camp Devens. Transferred to Co. C, 303rd Infantry, 76th Division, Headquarters Troop. Sailed July 5, on S. S. Burma. Stationed at Vesmes, then at St. Amand until after the armistice. Returned in the Kroonland. Discharged December 16, 1918.

GARLAND JEAN, born February 16, 1899, at Ipswich. Son of William G. and Annie B. Jean. Mustered in June 23, 1918, 191st Co., A Battalion, U. S. Marines. At Paris Island, S. C., three months, then at Quantico, Virginia, where he was transferred to Company B, 13th Regiment, U. S. Marine Corps.

Sailed September 15, 1918, on S. S. Von Steuben for Brest. Stationed a month at Brest, then at Bordeaux, at Bassens, and back to Bordeaux, where he remained three months, engaged in guard work and drilling. Sailed for home on S. S. Huron, June 30, 1919, for Newport News. Dismissed from Navy Yard, Norfolk, Va., July 14, 1919.

GRENVILLE MAURICE JEWETT, Corporal, born in Ipswich Village, July 9, 1890. Son of Ames Everett Jewett and Ada Louisa (Forbes) Jewett.

Sailed for England March 18, 1915, on the Devonian. Landed at Liverpool April 1. Enlisted in British Army April 8, in Army Service Corps, Motor Transport. Went

to Grove Park, London, from there to Camp Bulford, Salisbury Plain, April 13, then to Avonmouth, where the cars were put aboard the transport, then by rail to Southampton, sailing from there April 30, arriving at Rouen May 1, with the 51st Highland Division. Went up the line May 3, going at once into battle of Festubert, and was constantly in action until July 1.

During July the Division was at Laventie, then moved to Albert on the Somme, the first British troops in that sector, relieving the French Division. Stayed at Albert until day after Christmas, then moved up to Arras sector, staying there until July, 1916. Except while on the march the Division was constantly in action, holding the line at these points. During this time was driving supply truck eight months, and from March to July Brigade Commander Stewart's car. Transferred to Field Ambulance July 2, 1916. The Division went into Somme Battle July 8 for eight days, was then withdrawn and reinforced; went in for eleven days and was practically annihilated, the life of a division at that time in the British Army being estimated at nine days.

Went to Armentieres sector in August, stayed until October, serving as despatch rider part of time. While there brought General Stewart's body from the front, he having been killed at Houplines. Then to La Sarres sector, holding line at Mailly-Maillet. In the middle of October was transferred to 19th Division, and was in the battle of Thiepval, November 19. Drove General Bridges (Division Commander) car from January to June, 1917, with the exception of three weeks in hospital with trench fever. Division during this time was taken out, reinforced and trained for a month, returning to line in April, then moved up to Ypres sector, holding the line, being constantly under shell fire. Was wounded with shrapnel July 8, 1917, in the battle of Messines Ridge, and spent seven weeks in hospital. After leaving hospital served as motorcycle despatch rider, losing three machines in less than two weeks by shell fire.

Came home on furlough October 5, 1917. Returning, sailed from New York November 22. Landed in Eng-

land December 6. Injured in London December 26, by falling girder during German air raid. Was in hospital six weeks with broken shoulder-blade and cuts on head. At Shortlands, Kent, until the last of April, then joined Division in France. In active service two weeks at Ypres, during hardest of fighting, it being expected the enemy would break through to Calais at that time. Recalled May 24, and transferred to American Army in England, and attached to Base Section Three.

At American Rest Camp, Morn Hill, Winchester, driving commandant's car (Col. DeSombre) one year. London, American garage, from June 7, 1919, to Jan. 13, 1920. Sailed for home Jan. 14, on Northern Pacific, two prisoners in charge, last of the A. E. F. Landed in New York, January 24.

Discharged at Camp Dix, January 26, 1920, after three years forty-seven days with British Army, and one year eight months with American Army. Total service, four years, nine months, seventeen days.

MAYNARD CAMPBELL JEWETT, born June 16, 1895, at Ipswich. Son of Leander and Katherine Jewett. Mustered in Dec. 13, 1917, as seaman, at the U. S. Naval Station, Bunkin Island, Boston, Mass. Transferred to U. S. Naval Base, Squad J, East Boston. Released, January, 1919.

HENRY STEPHEN JOYCE, born June 26, 1895, at Ipswich. Son of Henry and Emma B. Joyce. Mustered in October 10, 1917, Medical Reserve Corps, stationed at Long Island Hospital. Released April, 1919.

CHARLES M. KELLY, JR., born May 10, 1891, at Ipswich. Son of Charles M. and Sarah E. Kelly. Ordered to active duty October 18, 1917, for instruction at U. S. Naval Academy. Rank, Lieutenant (junior grade). Ordered to sea duty as radio officer U. S. S. Nevada. Ordered to duty as division radio officer for Rear Admiral J. L. Jayne, U. S. N., Commander Battleship Division Three, U. S. Atlantic Fleet. Ordered to duty as aide and division radio officer for Rear Admiral Thomas Washington, U. S. N., Commander Battleship Division Two, U. S.

Atlantic Fleet. Promoted to Lieutenant (senior grade), April, 1918. Ordered to duty as aide and division radio officer for Rear Admiral Roger Welles, U. S. N., Commander Battleship Division Two, U. S. Atlantic Fleet. Placed on inactive duty October 13, 1919.

JOHN DANIEL KELLEY, born March 2, 1893, at Nova Scotia. Son of Howard L. and Elizabeth Kelley. Mustered in Sept. 21, 1917, Camp Devens, Co. B, 302nd Machine Gun Battalion.

Sailed from Boston July 8, 1918, in S. S. Ajax, for London, proceeded to Havre, transferred to Company A, 310th Machine Gun Battalion. At Montfaucon Sept. 5, where first drive was made. At St. Mihiel, September, and the Argonne Forest. On Nov. 10 the night before the armistice, stationed at Hill 378, bound for Death Valley the next day.

After the armistice, withdrawn to Camp Monthaaron for four months, another month at Liffol-le-Grand, at Buonmeti three weeks. Sailed for home from St. Nazaire, May 16, 1919, on S. S. Prince Matokas, for Hoboken. Discharged from Camp Dix, May 30, 1919, having suffered neither wounds nor sickness.

MISS KATHERINE A. KELLY, of the Coburn Home. Born October, 1880, in Ireland. Registered as Red Cross Nurse and assigned to Hospital at Otisville, N. Y., October, 1918. Transferred to Hospital at New Haven, and later to Hospital at North Carolina. Discharged October, 1919.

LOUIS KELLEY, born May 1, 1893, at Nova Scotia. Son of Howard and Elizabeth Kelley. Mustered in June 25, 1918, at Camp Devens, in 47th Depot Brigade; transferred to 73rd Infantry, and again to Company A, 36th Reg. Infantry at Camp Devens. Discharged from there June 12, 1919.

W. QUINCY KINSMAN, born in Ipswich on May 7, 1877. Son of Mary Quiney and Willard Francis Kinsman. Married Mary Elizabeth Nickelson on June 9, 1904. Served in the Philippine Islands from December 29, 1900

to May 6, 1902. Honorably discharged at Fort Snelling, Minnesota, on August 19, 1903. Served as First Lieutenant of Company O, 15th Regiment, M. S. G., from September 19, 1917, to December, 1917. Resigned to enlist as private in Company A, Third Battalion, U. S. Guards, on December 27, 1917. Appointed Corporal on January 15, 1918, and Sergeant on February 1, 1918. Honorably discharged on December 16, 1918.

SAMUEL ALLISON KILBORN, born March 26, 1893, at Ipswich. Son of Samuel and Hannah E. Kilborn. Enlisted in U. S. Navy. Served on the North Dakota, the Vermont, and seven months on the Mayflower at Washington. Discharged on June 1, 1916, after nearly three years in the service. Enlisted in U. S. Coast Guard, Station No. 21, in October, 1916. Died Feb. 22, 1919.

DALBERT EDWARD KENT, born April 2, 1898, at Rowley. Son of Charles E. and Laura M. Kent. Enlisted October, 1918, musician, C. A. C., Fort Warren. Discharged Dec. 9, 1918.

RAYMOND ALLEN KLINGER, born July 16, 1893, at Fort Wayne, Indiana. Son of John A. and Louise M. Klinger. Married, April 28, 1917, Miss Robena M. Bruce. Enlisted in U. S. Navy in 1910, on sea duty until his discharge in 1914. Mustered in March 19, 1918. Coxswain, U. S. N. R. at Hingham. Rating, 1st class boatswain's mate. Released May 13, 1919.

ROSS FULLER LAKEMAN, born at Ipswich, Mass., April 28, 1895. Son of Howard and Frances C. Lakeman. Enlisted in 1913 in the U. S. Navy and served on the U. S. S. Nevada. Was honorably discharged April 2, 1917, and re-enlisted April 3, 1917. Served during the war and was honorably discharged August 3, 1919. Re-enlisted May 14, 1920.

NICHOLAS LADULIS, born April 25, 1898, in Greece. Son of William and Panagota Ladulis. Mustered in July 24, 1917, Fort Slocum, N. Y., Medical Department, Post Hospital. Transferred to Fort Dupont, Del., Camp Jack-

son, S. C., Camp Gordon, Georgia, and Camp Upton. Sailed November, 1918, in S. S. Mauretania for Liverpool. In hospital service at Commercy-sur-Meuse, Neufchateau, Oquin, Nancy. Received the wounded in St. Mihiel drive and the Argonne. At Paris and Brest. Sailed from Brest July 22, 1919, on S. S. Pocahontas. Still in service.

KARL LINWOOD LANGE, born May 12, 1898, at Ipswich. Son of Emil and Ida L. Lange. Mustered in July, 1917, quartermaster, U. S. Naval Aeronautic Station, Pensacola, Florida. Transferred to Naval Air Station, Chatham, Mass. Commissioned as Ensign. Still in service.

GEORGE HENRY LAUER, born July 18, 1887, at Malden, Mass. Son of Adam G. and Emelia C. Lauer. Mustered in at Camp Devens. Transferred to Camp Syracuse, N. Y., to Camp Stuart, Virginia, 322nd Guard and Fire Company. Discharged December, 1918.

ANNA LOUISE LAUER, born Feb. 13, 1890, at Malden. Daughter of Adam G. and Emelia C. Lauer. Oath of office taken August 21, 1918. Reported for duty Aug. 23, 1918, at Camp Eustis, Va. Jan. 14, 1919 transferred from Base Hospital, Camp Eustis, Va., to Camp Hospital, Camp Morrison, Va. June 4, 1919, transferred from Camp Hospital, Camp Morrison, Va., to Embarkation Hospital, Camp Stewart, Newport News, Va. Honorably discharged from Army Nurse Corps, August 20, 1919.

HENRY LAVOIE, born March 23, 1892, in Canada. Son of Samuel and Emma Lavoie. Enlisted October 21, 1918. Assigned to Battery B, Fort William, Portland, Me. Discharged December 21, 1918.

EDWARD LEAVITT, born March 14, 1892, at Newburyport. Son of John and Julia Leavitt. Mustered in Feb. 1, 1918, Provost Guard. Discharged November 28, 1918.

WILLIAM HUMPHREY LEAVITT, born May 15, 1885, at Newburyport. Son of John and Julia A. Leavitt. Mustered in November 6, 1917, Commonwealth Pier, engineer, first class. May 1, 1918, assigned to U. S. S. Dyer, No. 84. Sailed from Boston, touched at Newport, left

New York, July 9, for Portsmouth, England, touching at the Azores, and proceeded to Gibraltar. The ship was engaged in convoy service in the Mediterranean, between Marseilles and Gibraltar, until the armistice, November 11, 1918. After the armistice, made an extended cruise to Tangiers and Algiers, Malta, Venice, Trieste, Fiume, Spolato, Brindisi, Constantinople, Athens, to Lisbon, then to Smyrna, Malta, Villa Franca, Nice, Monte Carlo, Gibraltar, the Azores and New York. Discharged August 1, 1919.

ALBERT HENRY LEET, born September 21, 1866, at Ipswich. Son of James and Harriet Leet. Married Miss Georgia P. Perkins. Enlisted in 1887 in the Marine Corps. Retired as Sergeant after five years' service. Mustered in Feb. 28, 1917, chief petty officer and cook, Coast Guard No. 21, Newburyport. Now Acting Captain.

ADRIAN RUDOLPH LEMIEUX, born February 7, 1895, in Canada. Son of Achille and Josephine M. Lemieux. Mustered in October 3, 1917, hospital apprentice, 1st class, U. S. N. Radio School Dispensary at Cambridge, then at Lockworth Basin, East Boston, pharmacist mate, 3rd class, later in Florida and Virginia. Discharged Nov. 8, 1918.

GEORGE A. LEMIEUX, born June 6, 1894, in Canada. Son of Achille and Josephine M. Lemieux. Mustered in October 11, 1917, private State Guard. U. S. N. R., Boston. Released January 5, 1919.

JOHN PHILIP LIND, born Nov. 30, 1893, in Sweden. Son of Gustav Axel and Anna L. Lind. Mustered in September 21, 1917, private, 302nd Machine Gun Battalion, at Camp Devens. Transferred to 301st Mobile Veterinary Section, 301st Train Headquarters, 76th Division, and M. P. at Camp Devens.

Sailed July 8, 1918, on S. S. Cardiganshire, and landed at Tilbury Docks, London. Proceeded to rest camp at Winchester, to Southampton and Havre. Entrained to St. Amand, then to Bourbonne-les-Bains, and remained a week. At the armistice he was at Belleville in the Toul sector, attached to the Veterinary Hospital of the Sixth

Corps. Moved to Villerupt (on the Moselle) and to Mayence. Sailed from St. Nazaire, June 2, 1919, on U. S. S. Henderson. Dismissed from Camp Devens, June 23, 1919.

LAWRENCE WILLARD LITTLEFIELD, born Nov. 15, 1894, at Ipswich. Son of Charles T. and Laura A. Littlefield. Mustered in April 13, 1918, ship fitter, U. S. Shipping Board, on U. S. S. Gov. Cobb. Discharged March 19, 1919. Re-enlisted on U. S. S. Alabat, April 7, 1919. Discharged April 15, 1920.

ARTHUR RUSSELL LORD, born Aug. 8, 1886, at Ipswich. Son of Aaron and Catherine Lord. He was graduated from the University of Maine, 1907; taught a year there; went to Havana University, Illinois, as a teacher of drawing. He entered the employ of the Leonard Construction Company in Chicago. Resigned his position in September, 1917, and enlisted as private in the Engineering Corps at Fort Leavenworth, Kansas, where he was stationed three months. He was transferred to Camp Logan, Houston, Texas, and after six months to Camp Travers, San Antonio. He has served on the Shipping Board at Washington, and has been engaged in making tests on concrete vessels at Pittsburg and South Bethlehem, Penn. By successive promotions he has reached the rank of Major. Discharged May 16, 1919.

ARTHUR NORMAN Low, born April 8, 1893, at Ipswich. Son of Howard and Eunice W. Low. Married April 1, 1914, Miss Gertrude Dorr. Mustered in April 2, 1918, at Camp Devens, 7th Casualty Detachment, 33rd Engineers; transferred to Company A, 33rd Engineers.

Sailed from Hoboken May 10, 1918, on S. S. Dwinsk for Brest. The Company was sent to Navers to lay tracks and build storehouses. In the latter part of July he was detached to Major E. A. Kingsley, an Engineer officer, as chauffeur and served in this capacity 10 months and 14 days. His duties called him to all parts of France. A twelve-day excursion by automobile to Grenoble, Nice, Monte Carlo, to Switzerland and through the Alps to Italy was a delightful diversion. He was in Paris when Presi-

dent Wilson arrived. A brief illness sent him to the hospital at Mars-sur-Allier until May 6, 1919, when he returned to his company. On May 8, went to Le Mans embarkation camp, then to Brest, and sailed May 23, 1919, on U. S. S. Cruiser Fredericks. Discharged from Camp Devens, June 10, 1919.

NATHANIEL E. LOW, born Nov. 2, 1893, at Ipswich. Son of Nathaniel T. and Christy MacLean Low. Enlisted October 4, 1918, at Bronx, N. Y., chauffeur. Discharged December 4, 1918.

JOHN M. LUCCZKO, born in Poland, 1889. Came to the United States in 1914. Came to Ipswich in 1917. Enlisted in Boston, June, 1917, in Company B, Ammunition Train, 5th Division, 13th Cavalry, and was stationed at Camp Logan, Houston, Texas, where he died in service. He was the second Ipswich boy to give his life for the country. Funeral services were held in St. Joseph's Church, and he was buried with military honors on Sunday, March 31, 1918.

HERBERT THOMAS MACKINNEY, born Aug. 2, 1878, at Newburyport. Son of Herbert I. and Harriet E. Mackinney. Mustered in July 16, 1917, Chief Quartermaster Naval Station, Bath, Me. Changed to Boatswain, U. S. S. Admiral, S. P. 541, Boothbay Harbor; in Boston. Released April 12, 1919, Boatswain, 1st Naval Division.

THOMAS JOSEPH MAGEE, born March 3, 1893, at Portadown, Armagh, Ireland. Son of Joseph and Margaret Magee. Employed at Castle Hill. Mustered in June 24, 1918, at Camp Devens, Depot Brigade, then Supply Co. Discharged from Devens, January 29, 1919, and returned to Castle Hill.

HENRY EDWARD MALING, born April 20, 1900, at Clementsville, Nova Scotia. Son of George W. and Addie Maling. Enlisted at Boston in the British Army, Royal Engineers, Sept. 9, 1918, and was sent to Camp Fort Edward, Windsor, N. S.

Sailed from Quebec, Sept. 27, on S. S. Huntsend, for Davenport, England. The influenza was very prevalent and on the voyage 58 men died from the influenza and pneumonia. A month was spent in quarantine in North Wales, then moved to Hounslow Barracks, London, where he was assigned to Machine Gun Battalion and sent at once to Rugley Camp, Staffordshire. Remained there until February 3, 1919, when the camp was demobilized and sent to Winchester, where he remained a month.

Sailed on return from Cardiff, April 28, 1919, on S. S. Toloa for Halifax. Allowed a month's leave to return home and discharged April 9, 1919.

CHARLES ALBERT MALLARD, born June 13, 1895, at Ipswich. Son of Albert D. and Celia T. Mallard. Married, July 1917, Miss Marion Wheeler. Enlisted in Co. H, 8th Mass. Regiment, and served on the Mexican frontier in 1916 and became a Corporal. He was mustered into the Federal service July 25, 1917, as Sergeant, Co. B, 104th Regiment, encamped at Lynnfield and Westfield.

Went overseas in the S. S. Scotland, sailing from Montreal on October 4, 1917. Landed at Liverpool and proceeded to Southampton and to Havre, and spent several months in vigorous training at Harreville. On Feb. 9 moved to the trenches at Soissons, and on Feb. 19, in the trenches at Chemin des Dames, the battalion repelled a German raid, the first contact of the 26th Division with the Huns, and was commended for bravery under fire by the French general. The Division entrained at Soissons for Bar-sur-Aube and then hiked five days to Remaucourt, covering from 12 to 18 kilometers, 8 to 10 miles a day, and reached there on the 26th or 27th of March, but two days after moved to the Toul sector.

On April 1, 1918, Corporal Mallard was detached from his company and sent to the French Military School at Langres, where he remained until July 9, gaining his commission as 2nd Lieutenant, and was sent, on July 11, as instructor to Le Mans. Two weeks later he rejoined his company at Chateau Thierry and went to Chatillon-sur-Seine a rest camp. The Division had suffered 60 per

cent casualties, mostly machine gun wounds. With full ranks the regiment was engaged in the St. Mihiel drive on September 12 and 13. The heavy barrage by the batteries routed the enemy so completely that Lieut. Mallard's company, Company A, though placed in the front line, lost but 9 men, 1 killed, 8 wounded. They advanced rapidly six kilometers the first day, seven in the second.

In the Meuse-Argonne sector the 104th was detached and joined the French troops to raise their morale. Lieut. Mallard's company suffered severely in action on October 16. The commanding officer was killed, another wounded and a third was missing for two days. Thirty-eight men were killed, seventy-seven wounded, and three taken prisoners in less than two hours. Only 168 men were left in the ranks of Company A. Lieut. Mallard was slightly wounded. For bravery in this action he was promoted to 1st Lieutenant on November 3, 1918.

For five days the 104th held the line alternately with the 101st and 102nd in the attacks, all three regiments suffering severely. Withdrawn for two days' rest, it was again at the front when the attack was made on the 16th of October. Flabas was captured but Ville de Chaumont could not be taken, though attacks were made twice at daylight. The battalion was now so reduced that only 25 men remained in Company A on Nov. 9 and 10, its full strength being 250. The hardships of the march over the muddy roads, the complete failure of the food supply for two days, the constant shell fire, took heavy toll. Giving up the attack on Chaumont the regiment was moved in the night of November 10 to Beaumont, relieving the 101st which had driven the Germans. The 104th continued the pursuit, but on the morning of November 11 so great were the casualties that Lieut. Mallard's battalion, with a normal strength of 1,200 men and 26 officers, numbered but 168 men and 6 officers.

At 10.25 a. m. on November 11, as they were preparing to advance, message came from the rear that the armistice had been signed, but that the advance was to be made, crushing all resistance until 11 o'clock. On the dot the firing stopped. The German dugouts which had

been captured were plentifully supplied with flares and signal fires, and at night the whole heavens were illuminated with the display of colored fires.

Discharged April 28, 1918.

1st Lieut. Charles B. Mallard,
104th Infantry.

I have read with much pleasure the reports of your regimental commander and brigade commander regarding your gallant conduct and devotion to duty in the field on Oct. 18-Nov. 11, 1918, in the attack under heavy enemy fire, north of Verdun, and have ordered your name and deed to be entered in the record of the Yankee Division.

C. R. EDWARDS,
Major General,
Commanding 26th Division.

FRANK WOODBURY MALLARD, born August 26, 1893, in Ipswich. Son of Albert D. and Celia T. Mallard. Enlisted in Company II, 8th Mass. Regiment and served on the Mexican frontier in 1916, and became a corporal. Mustered into the Federal service July 25, 1917, as Sergeant, Company B, 104th Regiment.

Sailed overseas October 4, 1917, landed at Liverpool and proceeded to Southampton and to Havre. February 9 moved to the trenches at Soissons. On Feb. 19, in the trenches at Chemin des Dames, the battalion repelled a German raid, the first contact of the 26th Division with the Huns, and was recommended for bravery under fire by the French General. Then to Toul sector by train. From Toul sector by truck transport to Chateau Thierry sector. Relieved Marine Corps of 2nd Division in Belleau Wood. Participated in Chateau Thierry drive. When relieved went to Châtel for rest. In September in the St. Mihiel drive, then moved to Verdun, taking part in the Argonne offensive until armistice was declared. The division moved to rear to wait for transport. Sailed from Brest and landed at Boston. Discharged from Camp Devens April 27, 1919.

Sergt. Frank W. Mallard,
104th Infantry.

I have read with much pleasure the reports of your regimental commander and brigade commander regarding your gallant conduct and devotion to duty in the field on Sept. 12, 1918, attaching machine gun nests under heavy enemy fire at St. Remy, St. Mihiel salient, and have ordered your name and deed to be entered in the records of the Yankee Division. C. R. EDWARDS,

Major General,
Commanding 26th Division.

JOHN GRANT MANSFIELD, born May 6, 1891, at Ipswich. Son of John W. and Helen G. Mansfield. Married, Feb. 28, 1909, Miss Grace M. Ricker. Enlisted Nov. 16, 1909, in U. S. Navy; re-enlisted in 1913 and 1917; attached to U. S. S. Seattle, armored cruiser, with a crew of 1100 men, as chief electrician in January, 1917. During the War his ship, attached to Admiral Gleaves's convoy squadron, made eight round trips across the Atlantic. On the night of June 22, 1918, it was attacked by a German submarine, but evaded the torpedo. Mr. Mansfield was detached from the Seattle, August 31, 1918, with a rating of warrant officer, rank of gunner. After some months on waiting orders, now attached to Navy Yard.

FRED MANTHORN, born September 8, 1890, in Lowell. Son of Enoch and Ida Manthorn (now Curtis). Enlisted in 1916 in National Guard. April 2, 1917, ordered to Fort Ethan Allen, Vermont. After seven months transferred to Westfield, then to Camp Green, N. C., and Camp Wadsworth, S. C., and Camp Merritt. Sailed Sept. 29, 1918, on the Leviathan, and spent three months in training camps. Returned on the George Washington in January and was discharged March 4, 1919.

ARTHUR WILLIAM MANZER, born May 26, 1880, in Nova Scotia. Son of Henry and Abigail Manzer. Married Eva Lonus, June 9, 1904. Enlisted January 2, 1918,

U. S. Guards, stationed in Boston. Released January 23, 1919.

ARTHUR PETER MARCORELLE, born Jan. 11, 1895, at Ipswich. Son of Napoleon and Vitaline Marcorelle. Married Miss Bertha Duguay, Jan. 22, 1919. Mustered in Dec. 7, 1917, at Fort Slocum, private, Aviation Section. Sent to Kelly Field, San Antonio, Texas. Signal Corps, 224th Aero Service Squadron.

Sailed March 29, 1918, from Hoboken on S. S. St. Louis for Liverpool. Sent to Croydon for five months, engaged with the English in training air pilots, then sent to Aviation School at Wellington, as engine fitter. Later sent to Aviation Camp, Lupcomb Corner, Salisbury Plain, for a month, still engaged in machine fitting. Nov. 1, 1918, appointed Sergeant Mechanic in Aeronautics.

Sailed on return on S. S. Orea, November, for Hoboken. Discharged from Camp Mills, December 5, 1919.

ATHANASIOS NAHOLOS MARKOS, age 23, born in Derrahion, County of Megalopolis, Greece. Came to America in 1912. Volunteered in the Cavalry in 1917. Went to France, February, 1918. Participated in battles of Belleau Wood, Chateau Thierry, Saint Mihiel. Wounded at Chateau Thierry. Returned in July, 1919, under treatment in hospital a month. Discharged in August, 1919.

JOSEPH MARKS, born April 11, 1896, at Jernil, Portugal. Mustered in April 21, 1917, Machine Gun Battalion 302, Camp Devens. Changed to Depot Brigade. Discharged December 22, 1917.

ARTHUR RAYMOND MARTEL, born November 29, 1893, at Ipswich. Son of Joseph and Frances Martel. Mustered in April 29, 1918, at Camp Devens, Company D, 302nd Machine Gun Battalion, Depot Brigade.

Sailed from Boston, July 8, 1918, on S. S. Ajax for Halifax (to join the convoy) and London. A day was spent in London, a day in Winchester, two days in Havre, and about July 25 arrived at St. Amand in central France.

Transferred on Nov. 7 to Sanitary School at These, and two weeks later to Medical Outfit, Camp Hospital No. 7, in the Marne sector. On March 20, 1919, transferred to Trier in Germany, Advanced Medical Supply Depot No. 2, and remained there until August 25. Changed then to Coblenz, and on August 28, after enjoying several excursions on the Rhine, entrained for Brest by the northern route, through Cologne, Liege, Rouen and the devastated sections of Belgium and Northern France.

Sailed from Brest September 1, 1919, on S. S. Kroonland for New York. Discharged from Camp Devens, September 17, 1919.

TRUFFLEY DAVID MARTEL, born July 18, 1895, at Ipswich. Son of Joseph and Frances Martel. Married, August, 1919, Miss Alice Marcaurette. Mustered in Sept. 21, 1917, private, Machine Gun Battalion 302, at Camp Devens. Sailed from Boston, July 8, 1918, on S. S. Ajax for Liverpool, by way of Halifax. Proceeded at once to Southampton and Havre, to training camp at Lunery, where he was appointed Corporal in August. In September went to St. Agnan for classification and assigned to Company B, 147th Machine Gun Battalion, 41st Division, at Sauleicheri. Remained there after the armistice, until January 25, 1919, engaged in drill. At Brest two weeks and sailed Feb. 12, 1919, on U. S. Battleship Rhode Island, arriving at Newport News February 28. Discharged from Camp Devens, March 14, 1919.

JOSEPH EDWARD MARTEL, born March 27, 1899, at Ipswich. Son of Edward and Mary Adeline Martel. Mustered in August 5, 1917, private, Artillery, Battery D, 101st Regiment. Encamped at Boxford.

Sailed from Hoboken Sept. 7, 1917, in S. S. Adriatic for Liverpool. Proceeded to Southampton and Havre and to artillery training camp at Coetquidan in Brittany. After several months, moved to the front at Soissons, in latter part of January, where the battery was in action, supporting the infantry. Went to the Toul sector in box cars and stationed near Montreuil about a month. In action at Apremont, April 12 and 13, at Scicheprey and Nivray,

and then removed to Chateau Thicrry. Engaged in the St. Mihiel drive in September, and in constant action on the Verdun front until the armistice. Withdrawn then to Montigny-le-Roi, and later to the Le Mans area. Returned from Brest on the S. S. Mongolian. Landed at Boston April 10, 1919. Discharged April 10, 1919.

JOSEPH LOUIS MARTEL, born at Ipswich, Mass., Oct. 23, 1895. Son of Edward N. and Mary A. Martel. Served four years in the U. S. Navy as a seaman on U. S. S. New Jersey. Enlisted in the U. S. N. R. F. Dec. 5, 1917, and reported at Commonwealth Pier, Boston. Served on the U. S. S. Ticonderoga, with rating as a second class boatswain's mate. Was lost at sea on the morning of Sept. 30, 1918, when this vessel, on her fourth trip overseas, was torpedoed by a German submarine. On the U. S. S. Ticonderoga with him was Paul Chaput of Ipswich, who was also lost.

JOSEPH PETER MARTEL, born July 20, 1890, at Ipswich. Son of Joseph and Frances Martel. Married, 1st, Oct. 31, 1909, Miss Celia Leno, who died July 20, 1916; married 2nd, June 30, 1919, Miss Margaret D'Entremont. Mustered in Nov. 14, 1917, machinist, U. S. Navy, Division 4, Bunkin Island, later Division 8, Section 2, Bunkin Island, then at New London. Released Feb. 5, 1919.

WILFRED JOHN MARTEL, born Oct. 4, 1900, at Ipswich. Son of Joseph and Frances Martel. Mustered in October 8, 1917, U. S. Naval Station, Norfolk, Va. Junior Instructor. Attended Radio School, May 18, 1918, to his graduation, October 5, 1918. Sailed on Oct. 6, 1918, on S. S. President Grant for Brest. On arrival assigned to Base 29 at Cardiff, Wales. On duty on U. S. S. Lake Huron. Transferred back to Base 29. Assigned to U. S. transports Brandenburg and Plattsburg. Ordered to receiving ship at New York. Landed on May 29. Discharged June 20, 1919, as Electrician, first class.

EUGENE MATHESON, born Nov. 25, 1896, at Rowley. Son of Robert D. and Grace E. Matheson. Married Aug. 3, 1918, Miss Goldie Brown. Mustered in Sept. 4, 1918,

15th Company, Depot Brigade. Changed to 45th Company. Discharged, as Corporal, December 4, 1918.

GEORGE EDWARD MATHESON, born May 16, 1895, at Rowley. Son of Robert D. and Grace E. Matheson. Mustered in December, 1917, private 4th Co., C. A. C., N. E. Department, Fort H. G. Wright, New York. Promoted to Corporal and Sergeant. Transferred from Fort Wright in August, 1918, to Fort Hamilton, later to Camp Eustace and Camp Stuart, Virginia. Discharged Dec. 7, 1918.

JOHN McCLELLAN MAYES, born August 27, 1884, in Nova Scotia. Son of William and Margaret E. Mayes. Enlisted in Regular Army and was stationed in Cuba in the Army of Pacification two years and a half; in San Domingo and Hayti; in San Francisco at the time of the earthquake, and on the Mexican frontier. Discharged after more than ten years' service, he enlisted on Sept. 3, 1918, in the Canadian Engineers and sailed from Vancouver on September 17, 1918, for Siberia.

LORETTA E. MCGUIRE, of the Cable Memorial Hospital. Born Jan. 1, 1894, at Boston. Daughter of John and Ellen McGuire. Mustered into service January 2, 1918, Army Nurse Corps. Served as army nurse at Walter Reed General Hospital, Washington, D. C.; at U. S. A. General Hospital No. 11, Cape May, N. J.

Went overseas July, 1918, with Unit 115, Special Head Surgery Nurse. Served with Base Hospital 15, A. E. F., at Chaumont, France; with Base Hospital 115, A. E. F., at Vichy, France. Returned to United States, March, 1919. Stationed at Parker Hill Hospital, Boston, Mass. Discharged July 5, 1919.

CHARLES AUGUSTINE McINNIS, born Oct. 19, 1891, at Ipswich. Son of Simon and Mary K. McInnis. Enlisted May 10, 1918. Went to Fort Slocum, then to Fort Ethan Allen, Vermont, private, Troop E, 110th Cavalry. The cavalry was disbanded and he was transferred to Battery E, 58th Field Artillery, at Camp Jackson, S. C. Discharged January 29, 1919.

JAMES ANERS McINNIS, born May 30, 1888, at Merri-
macport. Son of Simon and Mary K. McInnis. Mustered
in October 5, 1917, private, 304th Ambulance Co., 301st
Sanitary Train, 76th Division, at Camp Devens.

Sailed July 10, 1918, on S. S. Durham Castle, for
Montreal, Halifax and Cardiff, Wales, the first American
troops landed at Cardiff, and received with great enthu-
siasm. Proceeded to Winchester rest camp for three days,
then to Southampton and Havre, to St. Amand. Ap-
pointed Corporal in August and Sergeant a month later.
Engaged in Ambulance work in this region until ordered
to St. Nazaire. Sailed from St. Nazaire, Thanksgiving
Day on S. S. Kroonland, for Hoboken. At Camp Merritt,
N. J., and Camp Devens. Discharged Dec. 15, 1918.

EVERETT LORD McINTIRE, born Dec. 12, 1888, at Ips-
wich. Son of Dexter and Ann T. McIntire. Mustered
in June 27, 1918, at Camp Dix, N. J., private, 39th Co.,
153rd Depot Brigade.

Sailed August 14 on S. S. Rhesus, for Liverpool, and
after five days at Winchester, arrived at Cherbourg, Sep-
tember 2. Then at La Triste, near Bordeaux, at Camp
Hunt, which the Americans had taken over from the
French, four or five days. Assigned to Battery A, 3rd
Field Artillery, at Valadon. He was taken sick with
influenza and went to the hospital on Sept. 20, from which
he was discharged on Nov. 14, and rejoined the Battery
on the 16th at Liffolle-Grand. Remained here until
December 4, when a seven days' hike to Chaume was
begun. The winter was spent in Chaume broken only by
a very enjoyable seven days' leave at Nice and Monte
Carlo, March 4th to the 13th. Removed to Brest May 21,
and sailed for home from that port on June 10 on the
S. S. Kaiserin Augusta Victoria for Hoboken. Discharged
from Camp Devens, June 26, 1919.

HAROLD FELTON METCALF, born Dec. 24, 1899, at
Middleton. Son of Benjamin E. and Aldie E. Metcalf.
Enrolled Oct. 14, 1918, at Cambridge, private, Co. B,
Student Army Training Corps, Institute of Technology.
Discharged Dec. 21, 1918.

ANTONY PAUL MILLAN, born June 13, 1898, at Boston. Son of Michael and Felicia Millan. Mustered in May 29, 1917. Assigned to Fort Slocum, N. Y., attached to 6th Engineers, Co. F, at Washington, D. C., June 11, 1917.

Sailed December 4, 1917, on U. S. S. Huron, landing at St. Nazaire, December 20. The Engineers were engaged at once in building hospitals and barracks at Base Hospital 18, for two months, and went to the front in March at Amiens, attached to the Fourth British Army, under Gen. Rawlinson. Here they were engaged in building bridges, dugouts, barbed wire entanglements, machine gun nests, camouflaged, being constantly under the enemy's fire. Obligated to retreat before the great March drive of the Germans, they blew up all the bridges and roads, and armed with their rifles and machine guns they fought in the ranks, while the General was organizing his defence. Col. Hodges, then in command of the Engineers, was promoted to General, and the regimental flag decorated.

They arrived at Chateau Thierry about the middle of June, and resumed their work on entanglements and machine gun nests, losing 20 per cent of their number in killed and wounded. On the night of July 17, while engaged in building a bridge over the Marne, Company F suffered 20 casualties. They remained on this front until Aug. 15, then withdrawn for rest. Eleven night marches, covering ten to twelve miles each night, brought them to St. Mihiel and road work preparatory to the advance. After brief rest, moved to the Argonne Forest, where a week was spent in repairing the roads, which were in frightful condition, and building roads across No Man's Land, and then to Montfaucon.

On October 8, Mr. Millan was lifted from his feet by the explosion of a shell. Picked up at once, with a gaping wound in his hip, he was removed to the Field Hospital and Base Hospital 14, where he remained until Jan. 6, 1919. Changed then to St. Agnan, and shipped home on the Nebraska, arriving in Boston, March 12. Discharged December, 1918.

LESLIE COOPER MILLARD, born December 16, 1895, in Boston. Son of Simeon and Maud Millard. Sergeant,

Air Service, 880th Aero Squadron, Montgomery, Alabama. Enlisted Nov. 10, 1917, at Georgetown, Mass. Discharged while in Officers Training School, Camp Pike, Arkansas, December 5, 1918.

CHARLES WILLIAM MILLER, born October 3, 1892, in Nova Scotia. Son of Charles and Emma Miller (now Claxton). Mustered in December 12, 1917, painter, Aviation Corps, Camp Kelley, San Antonio, Texas. Transferred to Casual Co., Motor Machine Reg., Camp Hancock, Augusta, Ga.; changed to 272nd Aero Squadron, Ellington Field, Houston, Texas. Discharged from San Antonio, April 19, 1919.

CLARENCE EDWARD MILLER, born March 28, 1894, at Nova Scotia. Son of Charles and Emma Miller (now Claxton). Mustered in June 12, 1917, private, Co. F, 38th Regiment. Sent to Eagle Pass, Texas, then transferred to Co. F, 49th Regiment, at Syracuse, N. Y., then to Camp Merritt, Tenafly, N. J., and to Camp Upton, Long Island.

Sailed from New York, June 26, 1918, on S. S. Tarmenia for Brest. At Le Geirche three weeks, training. Transferred to Company B, 112th Infantry, 28th Div. At Serupt four days, then moved to St. Florence in the Argonne. Stationed in the third line trenches, the reserve line, until Sept. 26. At 5.30 a. m. on the 26th went over the top and remained on the firing line 15 days; gassed but not severely. The Company went in with 155 men, came out with 67.

Left the line at midnight of the 16th day, and traveled that night and all the next day in auto trucks to Browsey and remained there four days, living on German supplies, and cabbage and other food from the neighborhood, as the commissary food had been distanced. On the fifth morning started for the Thiaucourt sector in the Bennie Woods, and held the line, going over the top now and then in raiding parties and capturing many prisoners, until the armistice, November 11. November 12 started on a four days' hike, sleeping in billets in the French villages, and arrived at Buxierres, near Mont Sec, where 30,000 French

had been killed. Spent Christmas there and left the first of February. Liked three days to Goussaincourt near Neufchateau. Entrained there on freight cars, March 20, for Le Mans, where the command was "cootie-ized" and fitted for the home going.

After two weeks proceeded to St. Nazaire and sailed on U. S. S. Mercury, April 18, landing at Philadelphia April 30. Discharged May 6, 1919.

THOMAS MILLERICK, born Oct. 14, 1889, in Ireland. Mustered in April 1, 1918. Private, 6th Co., 2nd Battalion, Depot Brigade, Camp Devens. Served with the Headquarters Troop, 76th Division, sailing with them on July 3, 1918, on the U. S. S. Aquitania, for France. Stationed at St. Amand. Returned with the 76th Division, December, 1918, on the U. S. S. Kroonland. Discharged January, 1919.

FRANKLIN BUTLER MITCHELL, born Dec. 17, 1890, at Ipswich. Son of William A. and Mabel V. Mitchell. Enlisted May 16, 1917. Mustered into Federal service July 25, 1917, private, topographical draughtsman, Co. C, 101st Regiment U. S. Engineers. At Wentworth Institute, Boston, as instructor immediately after enlistment.

Sailed on the Andania, Sept. 24, 1917, proceeded by way of Liverpool, Southampton and Havre to Bazoilles-sur-Mense, where the regiment remained until February 4, 1918, in training and in building hospitals. Moved to Ocroveux, then to the trenches in the Toul sector.

On June 25, a shell killed a man near him, and Mr. Mitchel received a severe shell shock. He was sent to Field Hospital 101 at Chateau Thierry, then to Base Hospitals 18 and 117. Left the latter Sept. 17, proceeding to Blois by way of Tours and to Angers, where he remained a month in convalescent camp, still suffering from nervous breakdown and left arm completely disabled.

He attempted work with the Army Transport Service at Tours in late October, but was unequal to it and was sent to Les Sables de Dolonne, where he passed three months, reporting constantly at the hospital for treatment and examination, and attained final recovery. Promoted

to Corporal April 10, 1918. After waiting three weeks at St. Nazaire, sailed on U. S. S. Kroonland. Discharged at Devens, March 5, 1919.

RALPH ANDREW MITCHELL, born May 19, 1895, at Ipswich. Son of Eugene E. and Mary D. Mitchell. Enlisted April 20, 1918, in Merchant Marine, on training ship at East Boston. At Newport News shipped on U. S. S. Oregonian, cargo transport, early in June as messman, and made round trip to France in a convoyed fleet of 56 ships. A submarine was sighted in mid-ocean, but no attack was made. Assigned to the Pollux, a Dutch ship, Portland to Newport News, then through Panama Canal to Iquique, Chile; loaded with nitrate and returned through the Canal to Wilmington, N. C. Released Jan. 4, 1919.

ROLAND JACKSON MITCHELL, born October 1, 1892, at Ipswich. Son of William and Mabel Butler Mitchell. Enlisted Oct. 27, 1917, at Omaha, Nebraska. Stationed at Camp Funston, Kansas, with Depot Brigade. Remained there a month. January 15, 1918, went to Camp Precidio, San Francisco, and was placed with 5th Regiment, Medical Detachment, August 20, 1918. Then to Fort Douglas, Salt Lake City, Utah. Discharged November 23, 1918.

FRANK HADLEY MORGAN, born November 20, 1894, at Nova Scotia. Son of Hugh and Isabella Morgan. Enlisted in Battery E, 1st Mass. Heavy Artillery, and was stationed on the Mexican border in 1916. Mustered into Federal service July 25, 1917, first class private, Battery E, 101st Reg. Field Artillery. In camp at Boxford and Westfield. Went overseas September 7, 1917.

Mr. Morgan's letter to his parents, dated Guerporte, France, Nov. 24, 1918, gives an interesting sketch of his experiences. After the winter training, their first front, he says, was at Chemin des Dames, where they were stationed four or five days, using French 75 mm. guns, horse drawn. The original allotment was six horses to each of the four guns, and six to each caisson, one

man riding the "nigh" horse of each couple. As the campaign advanced many horses were lost, and on the muddy and almost impassible roads the men, who usually rode on the guns and caissons, were obliged to walk and carry what they were able to relieve the draft, which was reduced sometimes to four and even two horses.

"The Germans started their Spring drive of 1918 the very day we left Soissons (March 21). They shelled Soissons while we were loading our stuff on the train. After we started a German aviator chased us down the track and dropped bombs on us." They remained in the Toul sector, in Lorraine, 60 days, and had "their first real taste of war in Apremont Woods, April 12, and Siecheprey and Xivray. They were in action at Chateau Thierry and in the St. Mihiel drive, where the guns were packed so closely together for the great barrage that their wheels touched. Pulling away from the St. Mihiel sector one night, under heavy fire, many men were gassed. The Verdun sector was their next objective, "the worst front of all, facing the best German troops."

"I was a cannoneer," Mr. Morgan writes, "on every front except the Verdun sector or Argonne Forest. I was transferred to the band just before we left St. Mihiel and came up to the Argonne Forest and I am still in the band. The battery lost a third of its horses, and in one engagement two shells killed and wounded eight men."

He left Marsilles March 4, 1919, on the S. S. Venetian, and was discharged April 5, 1919. It is an interesting family coincidence that Mr. Hugh Morgan, father of Frank, served 14 years in the British Army, in the Artillery, at Malta, Gibraltar, Jamaica and in England, and had the same place, No. 2, in the gun crew.

WILFRED DAVID MORGAN, born January 27, 1896, in Nova Scotia. Son of Hugh and Isabella Morgan. Mustered in June 21, 1917, private, Field Hospital No. 30, 5th Sanitary Train, Fort Ontario, Oswego, N. Y. A very interesting letter to his parents, dated Dun-sur-Meuse, Nov. 24, 1918, sketches his experiences. Landed from the Mauretania at Liverpool, June 11, 1918. Received with

crowds and cheers, the British band playing "The Yankees are coming." Proceeded to Southampton and remained in rest camp until June 15, then to Havre, by train to Gerardmer in the Vosges on June 20, and by truck to Corcieux, where a month was spent in training. Went to Lassall July 15, then to St. Die, where he had his first experience with wounded men in the operating room, when Trapelle was taken.

He followed the advance in the St. Mihiel drive for five days and went with the Division to the Argonne and the Meuse sector. At Sivry-la-Perche he met his brother Frank, and was with him a month. He was on the firing line on the day of the armistice. Discharged July 29, 1919, from Camp Devens.

FORREST LINWOOD MORTON, born October 30, 1891, at Ipswich. Son of Joseph T. and Jessie L. Morton. Mustered in December 11, 1917, private, Quartermaster Reserve Corps at New York. Promoted to Quartermaster Sergeant. Discharged February 4, 1919.

BENJAMIN B. P. MOSELEY, born at West Newbury on August 20, 1881. Son of Frederick Strong Moseley and Alice Poore. Married Elizabeth Whitwell Thomas on June 1, 1918. Enlisted in the U. S. N. R. F. on August 20, 1918. Released from active duty on Dec. 5, 1918.

ALBERT LEO MOUNIER, born March 10, 1900, at Taunton, Mass. Son of Leo and Margaret M. Mounier. Enlisted at Boxford, Aug. 24, 1917, and made wagoner in 101st F. A. Supply Co. Later transferred to Newport News, and sailed overseas December 6, 1917. Landed at La Pallice and sent to Camp Coutquidan and from there to the Soissons front. After 48 hours rest to La Reine, in the Boneq sector, near Toul. Later was in the engagements at Nivray, Marvoisin and Scicheprey. Then transferred to Battery E, 101st Regiment, and was at Verdun at the time of the armistice was signed. After armistice entrained for Guerporte, then at Aubigny, from there to Mayet. Sailed from Brest March 31, arriving in Boston April 10. Discharged April 29, 1919.

EDWIN PARKER MURRAY, born Dec. 8, 1888, at Rowley. Son of Henry G. and Hellentha E. Murray. Mustered in Sept. 5, 1918. Assigned to Motor Transportation Unit, Syracuse, N. Y.; transferred to Camp Holabird, Md.; then to Washington, D. C. Chauffeur of auto-bus for officers. Discharged February 21, 1919.

JOSEPH HOWARD MURRAY, born July 4, 1893, at Rowley. Son of Henry G. and Hellentha E. Murray. Married December 30, 1913, Miss Sadie G. Kent of Rowley. Enlisted Sept. 27, 1917, Camp Syracuse, N. Y., transferred to Camp Greene, N. C. Went overseas in May, 1918, in L Company, 39th U. S. Infantry. He wrote his last letter home July 29, and was killed in action shortly after, probably at Chateau Thierry.

The Chaplain of the Regiment wrote a consoling letter to his parents. He remarked:

"Some weeks ago our regiment went into battle. Our men fought bravely, heroically. In the course of the engagement your son, Corporal Joseph Murray of L. Company, fell fighting for liberty and human justice, principles loved by all Americans. His life was not given in vain. He is honored by his comrades, his officers, and all who love freedom."

Memorial services were held by the Regiment, in honor of officers and men of the 39th U. S. Infantry, fallen in action, July 18 to August 13, 1918.

RUSSELL SURLÉ MURRAY, born Aug. 6, 1888, at Boston. Son of Rev. David B. and Martha L. Murray. Mustered in July 25, 1917, cook, 1st Corps Cadets, 1st Reg. of Engineers, Massachusetts National Guard. On Aug. 21 it was officially designated the 101st Regiment of Engineers, 26th Division. Training was begun at once at the Wentworth Institute. Instruction was given in steam and gas engine work, concrete construction, bridge work, map making and drafting, which was supplemented by field work on roads in the country districts outside the city. Field fortifications were constructed and detach-

ments worked with the gangs, which relaid a section of track of the Boston Elevated and graded and laid the rails for a spur track on the Boston & Albany R. R.

Sailed from New York September 26, on S. S. Andania, for Liverpool by way of Halifax, where the other ships of the convoy were met. Arrived at Liverpool October 9, proceeded at once to Southampton, and on October 19 crossed the channel to Havre, and the next day moved to Roplampont. Mr. Murray was cook in the Headquarters Company. At Christmas the 101st was relieved by the Engineer Regiment of the Rainbow Division, and started for a new area, with headquarters at Doulaincourt, where it was employed in construction work until January 29, when the regiment moved to Freville, to devote a few weeks to the study of military engineering, varied with military drill and practice marches.

In February, with the exception of two companies, the whole regiment was sent to Soissons, in line with the French troops, with a French officer as instructor, with headquarters at Missy. The men were engaged in road building, digging trenches and dugouts, erecting wire entanglements. Company A suffered its first losses in building a bridge for the infantry under fire. All the companies had the experience of being under shell fire. On March 21, the regiment began to entrain for the Toul front, where headquarters was established at Boucq, and remained here until the last of June, though the town was shelled severely on several occasions.

Moved then to Chateau Thierry front, and engaged in digging trenches and stringing wire across the division front, often held up by enemy fire and suffering many casualties from shells and gas. The counter attack started on July 18, and the regiment sent forward details with the attacking parties. On July 22 regimental headquarters were moved forward from Montreuil to Farsoy Farm, but were obliged to be moved hastily at once to Lauconnois Farm, and when scarcely settled there were moved up into the neighboring woods to make room for a hospital unit. In addition to road work, the regiment was called upon to help bury the dead. American, French and German sol-

diers were buried and their graves marked. On the 29th the headquarters were moved forward to Beauvarden. August 30 the regiment was relieved and began march to Nanteuil-sur-Marne, and a few days after arrival, to the area near Chatillon for much-needed rest.

On August 30 the regiment left Chatillon for St. Mihiel. Detraining at Naucois and Longeville it began a series of night marches and daylight hidings. The march ended at Rupt-en-Moevre. when the regiment went into camp in the Bois de Trois Monts on September 7. On Sept. 12 the great drive began, and to the Engineers fell the almost impossible task of making the roads, which had been blown to pieces by shelling and crossed by wire entanglements, passable for animal-drawn transportation and guns within the time available. But the task was accomplished and the next day ration trucks went forward to supply the troops in their steady advance.

Mr. Murray died at Troyon, Meurthe-et-Moselle, of acute cardiac dilation, September 22, 1918, and was buried at Troyon-sur-Meuse, seven miles from St. Mihiel. He had been engaged in his mounted courier work only nine days.

The chaplain wrote very sympathetically:

Y. M. C. A. Sunshine Hut, France.
Sept. 25, 1918.

My dear Mrs. Murray,

I am writing to let you know of the death of Pr. R. S. Murray. He died on Sunday, Sept. 22, at a field hospital of heart trouble. Two days previous he was taken sick and was at once evacuated.

He was buried with full military honors. I have seen to it that his grave was carefully marked by a cross, so that after the war it can be very easily identified.

Ever since Pr. Murray has been with the regiment he has done splendid work. In the difficult and trying times of battle he always did

his work with the same care and faithfulness. His death is a great loss to his company.

Col. Bunnell joins me in expressing to you our heartfelt sympathy in the death of your son. By the mercies of God may his soul rest in peace and may light perpetual shine upon him.

Very sincerely yours,

H. BOYD EDWARDS.

CHARLES FRANCIS NASON, born Jan. 7, 1896, at Ipswich. Son of Frederick A. and Susan M. Nason. Mustered in July 25, 1917, Band, 8th Regiment, Headquarters Company. In camp at Lynnfield. Stationed later at Camp Bartlett, Westfield, and Camp Greene, N. C. On February 20, 1918, he went to the Ground School Aeronautics at the Ohio State University, Columbus, graduated April 20, and went to the Aviation Concentration Camp at Camp Dick, Dallas, Texas; then, late in June, to Ellington Field, Houston, Texas. Entered the Aerial Gunnery School at San Leon in the middle of September and graduated on October 24. He was commissioned 2nd Lieutenant Air Service Aeronautics, rating "military bombing aviator, aerial gunner and observer." Returned to Ellington Field, and was dismissed January 3, 1919.

MYRON FREDERICK NASON, born Nov. 19, 1898, at Ipswich. Son of Frederick A. and Susan M. Nason. Mustered in July 25, 1917, Band, 102nd Field Artillery, Headquarters Company, at Boxford.

Went to Hoboken September 1, and sailed in S. S. Finland. Landing at St. Nazaire, went to the Artillery School at Camp Coecquidan, and early in February moved to the front at Soissons and remained there until April. Hiked with the artillery through Haute Marne to Remaucourt, and then to the Toul sector, where the artillery, horse-drawn French 75's, were located at Sauzey until late in June. Moved then to Meaux, towards Chateau Thierry, and on July 4 left Meaux for the reserve line and took over the advance line July 20 at Vaux. The artillery remained at Fismes, but the infantry had been badly shot up. The whole 26th Division was withdrawn to Chatillon-sur-

Seine for two weeks' rest, but maneuvers were continued. Advanced through Bar-le-Duc to the St. Mihiel sector. The artillery was stationed at Mouilly, but followed up the big drive of Sept. 12 and 13, until the First Division was met. Left this sector in the middle of October for the Meuse-Argonne, where it remained in constant action until the armistice. There were many casualties and all the original complement of horses had been lost.

While a member of the band, he was constantly employed in other work, transporting food supplies and ammunition, etc. Dismissed April 29, 1919.

DANIEL NEVINS, born June 4, 1896, at Roxbury. Son of Thomas Nevins. Mustered in July 20, 1917, private, 49th Infantry, Camp Syracuse, N. Y. Transferred to Company H, 49th Regiment, Camp Merritt, Tenafly, N. J., then to Company C, 49th Regiment, Camp Upton, Long Island.

Sailed July 17, 1918, on S. S. Queen of Italy for Brest, and after three days rest proceeded to rest camp at Labezode for two months. Sent to the Classification Camp at Le Mans about Sept. 1 and assigned to 331st Infantry, 83rd Division, billeted at St. Jean. Two weeks later sent to Infantry Weapon School of Instruction at Clamecy and remained about seven months. The winter was spent at Auxerres and Nemours.

In March, 1919, sent to the Inter-Allied Rifle Shooting Contest and remained there two months. A squad of 25 men from the British, French, Italian, Greek, and all the rest of the allied armies participated. Private Nevins was included in the American squad, which won first honors.

Returned in Casual Company 1721, sailing from Brest July 15, in S. S. Prince Frederic Wilhelm for Hoboken. At Camp Merritt and Camp Devens. Discharged July 25, 1919.

BENJAMIN NEWMAN, born July 28, 1894, in Russia. Declarant. Son of Max and Mary Newman. Mustered in October 5, 1917, private, 327th Infantry, Camp Gordon, Georgia. Assigned to Medical Department, 327th Reg., 82nd Division.

Sailed April 25, 1918, on S. S. Baltic for Liverpool. Proceeded by way of Southampton and Winchester to Havre. In reserve with the British Army at Fressenville about six weeks, then in the Toul sector at Seicheprey about two months, relieving the 26th Division. Went to the Marbache sector about the middle of August and remained till after the St. Mihiel drive. Appointed Sergeant in August.

After the drive moved to Rarecourt for a week, then to the woods at Varennes for four days, and then to the Meuse-Argonne, October 4, remaining until October 31 in constant action. The First Aid Station was established near the front and twelve men from each company were detailed as stretcher bearers. They picked up the wounded as they fell and brought them to the station. Sergeant Newman acted with the medical officers in caring for the wounded. He was slightly wounded on October 7, but was at his post again after a few days.

The 327th was near the front when the armistice was signed, then removed to Champlitte near Dijon, later to the south of France. Sailed from Bordeaux May 7, 1919, in S. S. Luckenbach. Discharged from Camp Devens, May 25, 1919.

JOHN EDWARD NORMAN, JR., born May 16, 1897, at Ipswich. Son of John E. and Emma A. Norman. Mustered in April 22, 1917, radio operator to U. S. A. Radio Station, Bar Harbor, Me. Studied at Radio School at Harvard College several months. In November he picked up an S. O. S. call and promptly communicated with proper officials, who dispatched help. His name was sent to Washington for recognition by the Department. Transferred to Deer Island, Boston, early in 1919, rated as first class operator, for instruction in use of compass with wireless. Then to Gloucester for Coast Guard instruction. Assigned to Station Radio Compass, Appledore Island, rated as electrician in charge. Released Aug. 22, 1919.

WILLIAM GRAY NORWOOD, born March 2, 1897, at Ipswich. Son of William J. and Elizabeth (Robinson)

Norwood. Mustered in July 27, 1918, Paris Island, S. C., U. S. Marines, and remained there until October 19.

Sailed from Hoboken, October 21, on S. S. Pocahontas. At Brest Nov. 3, and ten days later entrained for Verdun and joined there the 6th Regiment Marines, 2nd Division. On November 16 began the march to the Rhine, halting five days at Luxembourg, and reached the Rhine on Dec. 9 at Andarnach. Crossed the river Dec. 13, and was billeted in Lentendorf, in Army of Occupation, until July 19. Began the return by train through Northern France to Brest, and sailed on July 27 on S. S. Wilhelmina. At New York, at Camp Mills. Discharged from Quantico, Va., August 13, 1919.

The Ipswich Chronicle of August 15 contained a very complimentary item:

"During his service with the Marines, 'Gray' contributed a number of cartoons to 'The Indian,' the official publication of the Second Division. In the current issue, which, by the way, is the last edition of the magazine, there is a full page cartoon by Norwood entitled 'In Case We Should Migrate.' 'Gray' is also mentioned in the editorial columns as being one of the men who have worked long and hard to make the magazine a success."

CHARLES THOMAS O'CONNOR, born May 29, 1897, at Medford, Mass. Son of Charles E. and Mary E. Enrolled December 14, 1916, in the U. S. N. R. F. as a fireman and was stationed at the Charlestown Navy Yard. He later served on the repair ship Katrina Luckenbach. Released from active duty November 18, 1919.

MICHAEL OLEHOVIK, born at Wolpa, village of Laza, Russia, in 1892. Came to this country in 1910 and resided for awhile in Ipswich. He then moved to Waterbury, Conn., and was employed there at the outbreak of the war. He enlisted as a private in Company K, 38th Infantry, and was killed in action in France, July 25, 1918.

ROBERT BAYLEY OSGOOD, born July 6, 1873, Salem, Mass. Son of John Christopher Osgood and Martha Ellen

(Whipple) Osgood. Called into active service May 5, 1917. Sailed for foreign service May 11, 1917.

May 30 to September 21, active duty as Chief of the Surgical Service, British General Hospital No. 11, Dannes-Camiers, France. In August appointed member of Army Board to standardize splints and appliances for the Medical Department of the United States Army. In collaboration with Board, "Manual of Splints and Appliances" prepared, published in England through the American Red Cross, distributed to all Medical Army Officers, A. E. F.

September 21, 1917, to February 14, 1918, service with the Division of Military Orthopaedic Surgery under Major General Sir Robert Jones, British War Office, Adastral House, London.

October, 1917, appointed Assistant Director of Military Orthopaedic Surgery, American Expeditionary Forces.

February 14 to May 20, service with the American Expeditionary Forces stationed at Neufchateau, France, in the office of the Medical Consultants and at Medical Headquarters in Tours, France, as Consultant in Orthopaedic Surgery, American Expeditionary Forces.

Sailed for America under orders on May 20, 1918, for duty at the Surgeon General's office, Washington, as Consultant in Military Orthopaedic Surgery for the U. S. Army General Hospitals in the United States.

Discharged from service January 27, 1919.

Original commission as Major dating from April 11, 1917. Commissioned as Lieutenant-Colonel, dating from July 29, 1918. Commissioned as Colonel, Medical Officers Reserve Corps, dating from July 31, 1919.

EDWARD HARRINGTON PAIGE, born September 20, 1888, at Watertown, Mass. Son of John and Annie R. Paige. Married, June 26, 1915, Miss Fannie M. Huntton. Enlisted and rejected as physically disqualified, but enlisted again July 15, 1918. Credited to Franklin, N. H. Assigned to N. H. Training Detachment, Co. C, Durham, N. H. Transferred to Raritan Arsenal, 4th Ordinance Supply Co., at Metuchen, N. J. Discharged January 9, 1919.

EVANGELOS PAPPADOYIANES, known as ANGEL PAPPAS, born June, 1895, in Loganiko, Sparta, Greece. Son of George Pappadoyianes. Came to the United States in 1903. Enlisted in the infantry in 1917, Co. A, 38th Regiment. Sailed for France, November, 1917. Killed in battle at the Marne, June 4, 1918. Rank of Sergeant.

NICKOLAS PAPPALYMPERIS, born February, 1895, in Loganiko, Sparta, Greece. Came to the United States in 1910. Enlisted in August, 1917. Killed in battle of Chateau Thierry.

ARISTIDES PAPPALYMPERIS, born May, 1892, in Loganiko, Sparta, Greece. Came to the United States in 1909. Enlisted in 1918, at Camp Devens. Discharged in the Fall of the same year.

DANA GREENLEAF PARSONS, born October 18, 1899, at Ipswich. Son of George E. and Ellen D. Parsons. Mustered in May 16, 1918, seaman second class, Marine Barracks, Indian Head, Maryland. Assigned to Neill, Va., testing explosive shells. After three months here, about Feb. 19, sent to receiving ship at Norfolk, Va., and assigned later to Battleship Rhode Island, and made three round trips to Brest in transport service. Discharged at Boston, July 23, 1919.

CHARLOTTE ELIZABETH PARKER, born Feb. 24, 1890, at Ipswich. Daughter of Rev. Robert B. and Sarah E. Parker. Went to France in October, 1917, under a six months' contract with the American Fund French Wounded, which was renewed for a similar period. She had been at work in Paris fitting and buying supplies. Her proficiency in French has made her exceptionally useful and she has won much praise for her patient and helpful service.

ROBERT BENJAMIN PARKER, JR., born Nov. 4, 1891, at Ipswich. Son of Rev. Robert B. and Sarah E. Parker. Married Feb. 2, 1918, Miss Mary Hubbard Joss of Indianapolis, Ind. Graduated from Harvard College 1916, A. M., 1917. While in college he was a member of Battery A for three years and finished his term of enlistment just before the war began. He went to Plattsburg, the second

camp, and enlisted at Camp Harrison, Indianapolis, but failed to pass the physical examination on account of his eyes.

He sailed overseas in October, 1917, under appointment in the American Field Service, then controlled by the French Government, but when the United States Government took over the work he was again rejected because of defective sight. He was engaged with the Transportation Department of the Red Cross in Paris until January, 1918, returned from the draft and was assigned to clerical work in Indianapolis. In July he secured an appointment in the Navy as first class yeoman and was engaged in coding and decoding messages. His commission as Ensign came to him in November and he was discharged in December, 1918.

LEMUEL FRANK PARSONS, born at Ipswich, Mass., June 22, 1895. Son of Frank H. and Annie E. Parsons. Enlisted Sept. 2, 1915, in the U. S. Army. Served as a Sergeant in Company B, 45th Regiment, stationed at Camp Taylor, Kentucky. Honorably discharged.

FREDERICK PALMER PEATFIELD, born August 12, 1887, at Ipswich. Son of Augustine H. and Josephine Peatfield. Inducted into service May 27, 1918, at Camp Upton, Long Island, private, Co. G, 314th Infantry, 79th Division. Transferred to Camp Meade, Maryland.

Sailed July 8, on S. S. Vaterland. At Brest July 15, and proceeded to training camp at Genivers. At Burt le Finisterre, July 15 to 19; at Laignes, Cote d'Or, July 21-22; at Amphilly-le-Sec, Cote-d'Or, July 22-24; at Argilles, July 25 to Sept. 8; at Laherte, Sept. 8-9; at Fains-Meuse, Sept. 9-13; Remaucourt, Sept. 14-15; Camp des Pommiers, Sept. 15-20; Bois de Hesse, Sept. 20-25, in the Department of Haute-Marne.

In action at Mt. Joucon, Sept. 25-30. Went over the top Sept. 26, at 5.30 a. m., under heavy German smoke barrage. The French had taken it previously with great loss, but were unable to hold it. Hiked to Bois de Hesse, October 1-3; at Bois de Severcourt, Oct. 4, and at a rest camp in the Rupt sector a week, Oct. 4-11. Moved then

to the Meuse-Argonne. At Bois de Warmley, Oct. 11-12, and at Ambley, Oct. 12-24. At Sommedieu-Meuse, Oct. 24-27; Bois de Claude, Oct. 28; Choiset, Oct. 28-29; Bois de Forges, Oct. 29-31. Remained in the Meuse-Argonne until the armistice.

After the armistice removed to Damvillers, Meuse, and spent the winter at Montmedy and St. Glin, engaged in frequent long hikes. Sailed from St. Nazaire, May 16, 1919, on S. S. Prince Matoika for Hoboken. Discharged from Camp Dix May 30, 1919. Mr. Peatfield was neither sick nor wounded and had not been away from his company a day.

Quoting from a summary of the Division: "The 79th saw heavy fighting and in the Argonne-Meuse offensive took Montfaucon, known as the German Gibraltar. It was active in the Grand Montagne sector and the heights east of the Meuse River. Beginning Sept. 26, it was in action almost constantly. It captured 1 officer, 391 men, 32 big guns, 275 machine guns, advanced a total of 12 miles, had 3,223 casualties, and received 80 Distinguished Service Crosses."

LAWRENCE BENJAMIN PEATFIELD, born at Ipswich, December 30, 1896. Son of Augustine and Lucy Ellsworth Peatfield. Married Stella Bampton of Ipswich, June 10, 1920. Enlisted March 25, 1916, at Haverhill, in Company F, and served on Mexican border. Discharged November 22, 1916, and re-enlisted the same day for training in C. A. C. and was sent to Fort Slocum, and then to Fort Warren, Boston. At the outbreak of the war he was assigned to duty at Fort Andrew as a private in the 153rd Company, C. A. C. July 21, 1917, transferred to Fort Adams, Rhode Island. Left there with the 51st Reg., C. A. C., for New York, and sailed from New York to Halifax on August 14, for foreign service. Arrived August 29 at Bandusty Bay, Ireland, and Liverpool on August 30, and from there to Camp Allshot, staying at the camp until August 14. Arrived at Le Havre Sept. 16, 1917. Went to the front lines April 10, 1918, and was under fire for the first time May 17,

18 and 19. Was in action at Novan, Boise de Grand, St. Jean, and was in the St. Mihiel drive, Sept. 12, 1918. Was gassed twice, but not seriously. Left the front Oct. 29, 1918, and arrived in Brest December 29, 1918.

Sailed for the United States Jan. 28, 1919, arriving in New York Feb. 3, 1919. Was furloughed at Fort Hamilton to the Regular Army Reserve, Aug. 6, 1919.

SYDNEY HAROLD PERLEY, born February 23, 1894, at Ipswich. Son of D. Sydney and Anna Louise Perley. Went to Plattsburg, First Officers Training Camp, May 14, 1917. Commissioned 2nd Lieutenant, Nov. 27, 1917.

Sailed from Hoboken, Jan. 10, 1918, in S. S. Madawaska, for St. Nazaire. Arrived Jan. 26 and proceeded to Tours and to the Saumur Field Artillery School on February 3. On May 4 went to the Toul sector with the French. Came back to the 54th Artillery, Coast Artillery Corps, and stationed at Mailley-le-Camp two months. At the Heavy Artillery School at Angers two months. Assigned to the 63rd Artillery, C. A. C., on August 27; to the Artillery Information Service in Alsace, with the French army, on October 14. Returned to the 63rd about November 8, at the artillery range at La Courtine.

After the armistice ordered to return to Limoges, then to Bordeaux, and sailed from Marseilles Feb. 6, 1919, on S. S. Caserta, stopping at Gibraltar. Landed at New York, Feb. 27, and spent a week at Camp Mills. Was then stationed at Camp Merritt in troop convoy service. Honorably discharged August 30, 1919, at Camp Merritt.

JOSEPH FRANCIS PERKINS, born August 6, 1893, at Ipswich. Son of J. Warren and Martha F. Perkins. Mustered in July, 1918, Medical Department, Camp Devens; transferred to Camp Upton, January, 1919. Discharged June 21, 1919.

MAXIME JOSEPH PERRY, born Nov. 10, 1896, at Prince Edward Island. Son of Edmund and Margaret Perry. Enlisted May 21, 1917, private, Co. H, 8th Massachusetts. Mustered into the Federal service Aug. 5, 1917. In camp at Lynnfield; then at Westfield. Sailed from Montreal

on S. S. Scotian, Oct. 4, 1917. At Liverpool Oct. 24, and by way of Southampton, Oct. 24, and Havre, Oct. 29, to the training camp at Harreville. He remained with the company in all its movements as detailed in the narrative of the company, until it reached the Toul sector at Vignot.

On April 2, 1918, he was detailed from Company H to the 101st Train Headquarters and Military Police, 26th Division, at Division Headquarters near Boucq, and acted as interpreter and clerk with the Town Major Department in charge of billeting troops and various other services. Moved to Laign, in the same sector, about the middle of May, engaged in the same work; two weeks at Minerville, three miles from front; moved up to Chateau Thierry with the headquarters; to St. Mihiel and the Meuse-Argonne, still in charge of billeting troops, taking care of officers' rooms, keeping touch between French and American officials. As interpreter he was in interesting contact with French generals and on one occasion interpreted in an interview between General Mangin of the French Army and Colonel Sweetser.

At Verdun he was in charge of an old French armory, which held 1,800 men, for a month and a half. It was exposed to constant shell fire, and two days before the armistice 150 French soldiers quartered on the ground, were gassed. He was slightly gassed at Chemin des Dames but never in hospital. After the armistice, followed the Division, continuing his work in billeting, etc., until it reached St. Mars, when he was returned to Company H, and came home with his regiment on the Mount Vernon. Discharged April 28, 1919.

CHESTER HOWARD PICKARD, born July 8, 1895, at Ipswich. Son of Henry A. and Abbie A. Pickard. Mustered in December 8, 1917, private in 4th Field Artillery; transferred to Battery F, 16th Field Artillery. The History of the 16th, by Rev. Charles M. Ryan, the Chaplain, sketches graphically the record.

Trained at Camp Greene, Charlotte, N. C. Sailed in May, 1918, in Italian ship Duc d' Aosta, one of a convoy

of 14 ships carrying the Fourth Division, 30,000 men. Spent seven weeks in intensive training at De Souge, near Bordeaux. Ten days after the battle of Chateau Thierry the regiment moved up to the ruined city. Their first experience with dugouts was in a forest, where the whole Artillery Brigade dug in. "The first night was made hideous with three gas alarms. Getting on one's own gas mask was all right, done in seven seconds, but when the men with their own gas masks on tried to put masks on the horses picketed in a rather dense forest without lights, everyone realized that war was everything Sherman said it was."

The first shot of the regiment was fired by Battery A, August 6, 1918, supporting the 39th and 47th at St. Thiabaud, Bazzoche, and the 58th and 59th at Villier-en-Savois, and the 4th Engineers constructing bridges toward the town of Fismes. On the Vesle front there was much aerial activity, and the regiment lost 15 men, killed in action. The first great rolling barrage the regiment fired was on September 12, in concert with an immense assembly of artillery on the hills, at 5.30 a. m. till 3 p. m., scattering and routing the German line. "Prisoners came in by scores, saluting every buck private they saw, and in the immediate sector of our fire about 2,000 were taken. St. Mihiel fell shortly after (Sept. 13) and the American troops helped to wipe out in 48 hours a salient of four years standing."

A week's rest and new equipment at Doulaincourt followed. The narrative continues, "Probably the night trip from Foret de Souilly to Blercourt will be remembered by all as the hardest night approach the regiment had. A cold rain prevailed and men and animals were wet through. Tanks, machine guns, convoys, ammunition trains, choked the road."

"They opened up their cans of corned willie and hard tack and waited patiently for the engineers to lay down the nine-foot metal road that was to give the regiment renewed contact with the Boches. . . . Till 3 o'clock the regiment waited. The horses had no water, as there was none to give, and the only available water was the

yellow mustard water in the craters. But at last the order was given to march into Malancourt, and at about six o'clock the guns were put in position..”

Orders were given in half an hour to get the regiment into Cuizy-Cuizy. “Never were horse and man told to execute such difficult draft. The night was dark, the road for one mile or so was not so bad, but at this point another battery congested the road and caused indescribable difficulty and delay. It was common to have a wheel tear in an immense crater with the lead team on the brim and the gun and caisson balancing on two wheels. Thus the whole night long. With the aid of 40 doughboys the draft was executed. Arriving in Bethincourt, again owing to congestion in the roads, it stood for hours in a pouring rain. Late that afternoon arrived in Septsarges-Cuisy road and began firing immediately. This was the first chance the men had to make hot coffee.”

“F Battery (of which Mr. Pickard was a member) was singularly unfortunate, as the enemy bombardment was so heavy that five men were killed in a trice.” Casualties among the horses were very heavy. Eleven were killed by one shell alone. Only two meals a day could be served, though the kitchens had been established in a ravine near Septsarges.

On October 24 the regiment was withdrawn to Foret de Hesse, where new underclothing was provided and baths were possible. Moving back through Montfaucon to Romagne, great booty left by the Germans was found and the men had coal for their fires and splendid lumber for dugouts. “For four days the guns were silent, ammunition piling up in dumps. On November 1, at 5.30 the barrage began. As far as recollection serves the writer, 20,000 shells were shot by the regiment in 14 hours, and 3,000 were poured out the next morning. After the barrage the regiment moved to Andevanne, where another barrage was delivered. The guns were parked here, and on November 10 the regiment headed for Dombasle.”

After the armistice, waited orders one day, then marched several days to Donmécourt, where new equipment and fresh horses were received, then began the long hike

to Alsace-Lorraine. Arrived at Bongard Dec. 20, 1918, and were billeted in several towns. Moved up to the Rhine and remained in Heimeisheim, on the west bank, until recalled.

Left Germany July 9, sailed from Brest July 19, on S. S. Zeppelin, at New York July 29. Discharged at Camp Devens, August 4, 1919, having suffered neither wounds nor sickness.

ANTONIOS VASILEOS PICHILIS, born Nov. 2, 1892, in Thoknia, Megalopolis, Greece. Came to the United States in 1911. Enlisted in May, 1918, in the artillery, Battery E, 58th Field Artillery, Camp Jackson, S. C. Discharged January 30, 1919.

JOHN PICHILIS, born January 1891, in Thoknia, Megalopolis, Greece. Came to the United States in 1906. Enlisted in artillery, May, 1918, at Camp Jackson. Discharged, Corporal, January 31, 1919.

ALFRED HENRY PLAYER, born Aug. 20, 1894, at Lynn. Son of Robert and Dora Player. Mustered in Dec. 18, 1917, ship's cook, first class, Commonwealth Pier, Boston; transferred to Holyoke Wharf, Portland, Me. Discharged January 2, 1919.

JOSEPH ABEL PORRIER, born July 31, 1898. Son of Philicien and Mary Porrier. Enlisted early in August, 1918. Mustered in at Fort Slocum, N. Y., in September, Troop C, 5th Cavalry, and transferred to Fort Bliss, Texas. Remained there six months, then stationed on the Mexican boarder three months. Discharged from Camp Albert, Marfa, Texas, September 15, 1919.

WALTER RUSSELL PRENTISS, born Sept. 30, 1893, at Ipswich. Son of George and Lucy Prentiss (now Knowles). Enlisted in April, 1916, in U. S. Navy, coal passer on U. S. S. Texas. During the War stationed with the Allied fleet in the North Sea. Rated fireman, attached to the same ship. Discharged July 15, 1919.

ELMER FULLER PRESCOTT, born April 15, 1917, at Monmouth, Maine. Son of William N. and S. Josephine

Prescott. Mustered in June 18, 1916, Company C, 2nd Regiment, Mass. National Guard, at Worcester. Discharged July 9, 1916, and re-enlisted same day. Hospital Sergeant, 8th Infantry, Sanitary Detachment, Camp Greene, Charlotte, N. C., later 1st class Sergeant, Medical Department, Headquarters 3rd Division, Regular Army.

Sailed for France March 23, 1918, on U. S. S. Martha Washington, landing at Bordeaux. Proceeded to Chateau Villian, Haute-Marne; on duty at Chateau Thierry, St. Mihiel and Argonne-Meuse. Commissioned 1st Lieutenant, Evacuation Hospital No. 114. When stationed in a hospital in an old French nunnery, with 40 Red Cross nurses, a train backed in with 500 patients from the front. The hospital was bombed. Three men were killed beside him and ten wounded. Lieut. Prescott has been gassed twice.

After the armistice, Lieut. Prescott was relieved from duty with Evacuation Hospital No. 114, and ordered to report to the Headquarters 4th Division at Bad Bertrich, Germany, for duty as Assistant to the Division Surgeon, Headquarters 4th Division. Moved to Neiderbriesig, Germany. Ordered to the Headquarters 4th Sanitary Train as Adjutant of that unit, and still in service. Returned to United States on U. S. S. Minnesotan, landing August 3, 1919. Still in service.

STEPHEN WILLIAM PRISBY (PRZYBYSEWSKI), born Sept. 6, 1893, in Poland. Son of Adam and Antonia Prisby. Married Frances Sobotka and has two children. Mustered in Sept. 21, 1917, at Camp Devens, Company B, 302nd Machine Gun Battalion.

Sailed July 18, 1918, on S. S. Jacobs, from Boston for Halifax and London. Proceeded to Southampton and Havre. Stationed at Lunery, assigned to 127th Machine Gun Replacement Battalion. At Saulcicere training station a week, then to the front at Soissons. Was in the drive at Chevigny Village, which resulted in the capture of the village and railroad track. He was shell-shocked by the explosion of a large shell close at hand, and spent the next six weeks in the hospital. Reclassified in the hospital, put in Class C, and assigned to the Postal Express

Service back of the lines. At the armistice he was in Genicourt, then at Langes and Chaumont. Sailed from Marseilles on S. S. Argentina. Discharged June 10, 1919.

EDWARD WILLIAM PRISBY, born May 26, 1898, at Brooklyn, N. Y. Son of Adam and Antonia Prisby. Enlisted March 28, 1917, Battery E, 101st Field Artillery. Mustered into Federal service July 25, 1917, at Camp Curtis Guild, Boxford.

Sailed from New York on Sept. 9, 1918, on S. S. Adriatic for Liverpool, and proceeded by way of Southampton and Havre to artillery training camp at Camp Coetquidan, remaining there from Sept. 28 to Feb. 2, 1918. Moved then to Soissons in Chemin des Dames sector, and stationed there until March 21. Removed in cattle cars, the train being shelled by enemy aeroplanes, and a long nine-day hike to the Toul sector on the Lorraine front. Advanced to "Hell's Half Acre" at Apremont.

Engaged in major operations in the Aisne-Marne offensive, July 13 to August 4, 1918. In the St. Mihiel offensive Sept. 12 to 16, and in the Meuse-Argonne offensive Sept. 20 to Nov. 11. At the Verdun front when the armistice was signed. Assigned then to Beaumont. Sailed from Brest in the S. S. Winifredian. At Boston April 18. Discharged April 29, 1919.

THOMAS EMERSON PROCTOR, 2ND, born June 2, 1898, at Hamilton. Son of James H. and Martha Riker Proctor. While a student at Harvard, Class of 1919, he attended the Plattsburg Camp in the summer of 1916 and in August, 1917, enlisted in the 101st Engineers in Boston, with the rank of Sergeant, Company A. Training was begun at once at the Wentworth Institute. Instruction was given in concrete construction, bridge work, map making and drafting, supplemented by field work in road making and construction of field fortifications.

Sailed from New York on Sept. 26, on S. S. Audania for Halifax, and with the convoyed fleet of transports to Liverpool and proceeded at once to Southampton, Havre and Rolampourt.

At Christmas the 101st was released by the Engineers of the Rainbow Division, and moved to Doulaincourt,

where it was employed in construction work until Jan. 29, when the regiment moved to Preville for military drill and practice in marching. In February, 1918, the regiment was sent to Soissons, in line with the French troops. Company A was on the extreme right of the line and engaged in reconstruction of the Chemin des Dames, where the work was done under observation of the enemy. Light railways were built, as well as the usual trench work and wire entanglements. At Ostel several men of Company A went out with a raiding party to build a bridge over a stream for the infantry. Three men were killed and six wounded, their first losses. The Croix de Guerre was awarded to fourteen of the Engineers for bravery in this action.

Late in March the regiment entrained for the Toul sector, and the 2nd Battalion was stationed at Vignaut, remaining here until the last of June, when the regiment moved to the Chateau Thierry front, and the 2nd Battalion was quartered at Bois Gros Jean. The battle began July 18. During the second day the 2nd Battalion was ordered to go into the fight as reserves, and later was sent forward to take a part of the line, and on the 24th the entire Battalion was sent into line at Breteuil. Sergeant Proctor was gassed and spent the following six weeks in hospital.

In November, 1918, was sent to Army Candidates School at Langres. Returned to United States in March, and was discharged at Camp Devens, April 1, 1919.

JOSEPH H. PROCTOR, born at Peabody, Mass., Sept. 19, 1867. Son of Thomas E. and Emily E. Howe Proctor. Married April 27, 1897, in New York City to Martha J. Riker. Attended Plattsburg Camps 1915 and 1916. Commissioned Captain Q. M. C. D. S. R., June 1, 1917. Ordered on Active service June 27, 1917, at Camp Bowie, Fort Worth, Texas. Promoted Major Q. M. C., March 11, 1918. Sailed with 36th Division on July 15, 1918, on S. S. George Washington. Served in France as Subsistence Officer of 36th Division until the Armistice. After the armistice was returned to the United States and discharged on January 15, 1919.

ALFRED SHERMAN POYNER, born Sept. 28, 1888, at Needham, Mass. Son of John and Jemima Poyner. Enlisted May 1, 1918, in Merchant Marine on U. S. Collier, Cumberland, on coast service; transferred to U. S. S. Lake Bludsoe on coast service; shipped to Canada. Released Jan. 4, 1919.

ARTHUR ERNEST PROVENCHER, born Sept. 28, 1897, at Pittsburg, Penn. Son of Gideon and Lydia Provencher. Mustered in to Federal service July 26, 1917, private, Co. H, 8th Mass., later 104th Reg. He sailed from Montreal in S. S. Scotian, Oct. 5, 1917, and proceeded from Liverpool to Southampton and Havre to the training camp at Harreville, where he remained until Feb. 5. Then moved to Soissons, and on the first day after arrival was severely burned in a gas attack and disabled for two weeks. Had part in the long hike to St. Bluni. Rejoined the company on its return from Apremont and was present at the review, where decorations were bestowed on the men and flag of the 104th.

After two weeks at Vertuessi stringing barbed wire moved up to Gerard Sas, then to the sector at the right of Schrestry and to Jerry Woods near Mini le Sec. and to Pagney. The regiment was then withdrawn to Paris, but was recalled to the front to withstand the German rush at Chateau Thierry on July 30, where it held the front line. He went over the top on the morning of July 18 and was wounded by a shell fragment near his left temple, which sent him to the hospital for three weeks.

He rejoined his company about August 9. Hiked to St. Mihiel and engaged in the attack of Sept. 12 and 13, then to the Argonne sector, where Co. H suffered severely in the heavy fighting, and remained there until Nov. 11th. Relieved the day after the armistice. Hiked to the rear to Bonnacourt and after two months to St. Mars for a two months' stay. Entrained for Brest and returned on the S. S. Mount Vernon. Discharged April 28, 1919.

FRANK ALLEN REDDY, born July 25, 1894, at Ipswich. Son of Thomas H. and Annie L. Reddy. Enlisted Sept.

14, 1917. Mustered in Sept. 25, 1st Class private, Signal Corps. Stationed at School of Instruction, Burlington, Vermont, at Carnegie Institute, Pittsburg, Penn., and attached as Corporal to 83d Aero Squadron, Langley Field, Hampton, Va. Sailed last of August, 1918, with 1102nd Aero Squadron, engaged in mechanical work. Discharged March 21, 1919.

JOHN CAPPLES REDDY, born Oct. 30, 1895, at Ipswich. Son of Thomas H. and Annie L. Reddy. Mustered in Nov. 19, 1917, yeoman, U. S. N. R. on receiving ship in Boston, stationed at Brunswick, Me., Quincey and Worcester. Released Nov. 21, 1918.

CARL REED, born Feb. 1, 1892, in Sweden. Son of Jan and Marie Reed. Employed at Turner Hill. Mustered in Sept. 5, 1917, at Camp Devens, 301st Machine Gun Battalion; transferred to Camp Darling, Framingham, Co. A, 102nd Machine Gun Battalion.

Sailed Sept. 21, 1917, on S. S. Antilles for St. Nazaire. Spent ten days in camp there and then four months at the training camp at Neufchateau. On Feb. 5, 1918, moved to an inactive front at Chemin des Dames and remained until March 18. Then transferred to active front in the Toul sector and engaged in the battle of Seicheprey on April 20. Participated in the battles at Chateau Thierry July 15 to 23, and in the St. Mihiel drive.

Moved to the Meuse-Argonne Oct. 21, in deep mud, under constant shell fire, and continued there until the armistice, Nov. 11. A long twelve days' hike, covering 114 miles brought them to Poulangey, where they remained six weeks. The winter was spent at Monsigneur. On March 24, 1919, went to Brest and sailed from that port April 8 on S. S. Patricia for Boston. Discharged from Camp Devens April 29, 1919.

JAMES DANIEL REILLY, born July 19, 1900, in Ipswich. Son of William P. and Mary A. Reilly. Enlisted at Boston, July 19, 1918, in the U. S. N. R. F. and reported for active duty at Bumkin Island Oct. 23, 1918. Served on the U. S. Destroyer Tucker, the U. S. S. Wilhelmina, and on a receiving ship at New York. Made two trips

each to Bordeaux, St. Nazaire and Brest. Released from active duty August 22, 1919.

THOMAS EMERSON PROCTOR RICE, born in Boston Dec. 10, 1894. Son of Charles G. and Anne Proctor Rice. Attended St. Paul's School, Concord, N. H. February 19, 1917, enlisted as Sergeant A. S. S. E. R. C. and started flying at Curtiss Aviation School, Newport News, Va. He was injured in accident April 26 and ordered home to recover. May 28 he entered M. I. T. Ground School and July 22 continued training at Essington, Pa., where Sept. 24, 1917, he was commissioned 1st Lieut.

He sailed overseas Oct. 27, 1917, in charge of 93 Cadets and trained at Issoudun from Nov. 28 to January, 1918, when he was made Instructor of Nieuports. On April 9 he was transferred to Clermont-Ferrand, where he trained for two months. From June until the middle of October he was in active service at the front, engaged in night bombing. After leaving the front he was prepared to return to the United States as a night bombardment instructor. He reported to Washington, D. C., Nov. 20, 1918, and was honorably discharged Nov. 30, 1918. Croix de Guerre.

WARREN COOK RICHARDSON, born July 24, 1896, in Salem. Son of Burritt and Mabel E. Richardson. Mustered in Aug. 24, 1918, Camp Jackson, S. C., 3rd Reg. F. A. R. D. Then to Newport News, returned to Camp Jackson. Discharged from Camp Devens Jan. 10, 1919.

FRANCIS MARION RILEY, born May 17, 1892, at Rowley. Son of William J. and Adell G. Riley. Mustered in May 30, 1917, at Quantico, Virginia, private, 49th Co., 5th Regiment, U. S. Marines; transferred to Philadelphia Navy Yard June 5.

Sailed overseas June 11, 1917, S. S. De Kalb. At St. Nazaire June 27 moved to Naix training camp and assigned to 2nd Division, then to Breauvaunes, near Neufchateau training camp, remaining until March 12, 1918.

Moved then to Verdun front, a quiet sector, and on May 17 to Bourrie and a few days later to Belleau Woods in Chateau Thierry sector on the night of May 31. In the

great defensive against the German advance he was wounded in the right arm and back on June 2 and remained in hospital until the latter part of November. Sent by train to Neuwied on the Rhine near Coblenz and remained with the Army of Occupation. In the middle of June withdrawn and sailed from Brest June 26, 1919, on S. S. "George Washington" for New York. Discharged from Quantico, Va., August 13, 1919.

WILLIAM MASON RILEY, born Sept. 19, 1899, in Rowley. Son of William J. and Adell G. Riley. Mustered in Oct. 6, 1918, Company C, S. A. T. C., Boston University. Discharged Dec. 12, 1918.

WILLIAM JAMES ROBBINS, born Nov. 21, 1899, at Boston. Son of William J. and Jane Robbins. Employed at Turner Hill. Mustered in April, 1918, Troop L, 305th Cavalry; transferred to Battery E, 45th Field Artillery, Camp Stanley, Texas. Discharged from Camp Stanley February 20, 1919.

THOMAS ROBICHAU, born Dec. 14, 1893, at East Boston. Son of Thomas and Mary Agnes Robichau. Mustered in Dec. 21, 1917, private, Co. B, 302nd Machine Gun Co.; transferred to 306th Machine Gun Co.

Sailed from East Boston, July 8, 1918, on S. S. Ajax, for London, and proceeded by way of Winchester to Havre. At camp at Longly, and machine gun school. Went to the front and engaged in Oise-Aisne offensive, Sept. 5 to 16; then by long hike to the Meuse-Argonne front, where engaged from Sept. 26 to Oct. 14, 1918. Moved to Harri-cot the night before the armistice, then on guard duty on the border a week.

The machine gun squad consisted of eight persons. No. 1 carried the gun and served as gunner; No. 2 loaded the gun; No. 3 carried the ammunition; No. 4, the corporal, stationed at the side of the gun in action, in case anything happened amiss; No. 5 carried spare parts; No. 6 carried shovels and sand bags; Nos. 7 and 8 nominally led mules and miscellaneous service.

A French Hasket gun was used. The ammunition was fed in clips containing 24 cartridges, and in belts which

contained 250. Mr. Robichau was gunner of the squad. No. 2 was killed in the Argonne, and others were wounded. He escaped without injury.

Sailed from Brest, April 17, 1919, in S. S. Mount Vernon. Discharged May 8, 1919.

FREDERICK JOSEPH ROBICHAU, born June 24, 1899, at Ipswich. Son of Temey and Fanny Robichau. Mustered in at Camp Syracuse, Syracuse, N. Y., Oct. 3, 1917, private, Company M, 39th Infantry; transferred to Camp Greene, Charlotte, N. C., a month later, and assigned to 11th Machine Gun Battalion. Remained in camp six months.

Sailed from Hoboken, May 10, 1918, on S. S. Rhydarn, for Brest, proceeded at once to British training camp at Calais, and two days afterward to a reserve position back of the Arras front. Remained there under shell fire three weeks, and then moved to the support of the French, in the rear of Chateau Thierry. On July 18 went over the top in counter attack. Remained there 27 days in support or in front line.

On August 12, beginning a long hike with a single day's march of about 30 miles, moved to Remaucourt, in the Haute Marne, and after ten days' rest moved to Bar-le-Duc on trucks, and after a two days' rest, marched a week, covering from twelve to eighteen miles a day, toward St. Mihiel. Went over the top on Sept. 12, and, having completed the objective the first day, the battalion was relieved and put in reserve for two days. Moved then to support the French attack in Toulon sector, and then in trucks and on foot to the Argonne. Went into action on Sept. 26, the first day of the offensive, and continued to advance four days, taking all objectives. On the second day the battalion lost 200 men, killed and wounded.

The 11th Machine Gun Battalion was attached to the 7th Brigade, 4th Division. On Sept. 30 the 7th went to the support of the 8th Brigade, which had failed to attain its objective, and remained in this position. On October 12 Robichau was wounded in the knee and ankle and gassed; was in hospital three weeks, and was on his

way to rejoin his battalion when the armistice was announced. The battalion was withdrawn at once to the Casual Camp at Toul, and remained there until Dec. 24. On the afternoon of that day began the move into Germany, in box cars to Alf on the Moselle, then in trucks to the village of Musch, where it was billeted until March. The kindest feeling prevailed on the part of the German families, and the children were hugely pleased with the chocolates and dainties which the soldiers lavished on them. The family fare was black bread and potatoes, but out of their humble larder they prepared a lunch of sandwiches when their enforced guests left them, and expressed great regret at their departure.

After a fortnight's stay at Oberwinter on the Rhine, where the men were billeted and found the same cordial feeling, moved to Remagen on the Rhine in June. Passes were granted for Coblenz and excursions on the famous river. Entrained on July 11, and proceeded by the usual route through the devastated areas in Belgium and Northern France to Brest. Sailed on July 18, on S. S. Tiger, for New York. Dismissed from Camp Devens, August 4, 1919.

LLEWELLYN AYER ROGERS, born June 17, 1882, at Gloucester. Son of Samuel and Maud L. Rogers. Married Lillian Player, Sept. 7, 1903. Enlisted January 7, 1918, 1st class baker, Commonwealth Pier. 1st class cook on U. S. S. Savannah. Released January 15, 1919.

FRANCIS GRAY ROSS, born April 30, 1892, at Ipswich. Son of Fred G. and Mary F. Ross. Enrolled in U. S. N. R. F. as Yeoman, first class, on July 2, 1918. Called for active service on July 23, 1918, and assigned to U. S. Naval Training Camp, Hingham, Mass.; stationed there until August 13, 1918, when assigned to office of the Cost Inspector, U. S. N., Fore River Plant, Bethlehem Shipbuilding Corporation, Inc., Quincy, Mass.; on duty there until released from active service on July 10, 1919; promoted to rank of Chief Yeoman, May 8, 1919.

JAMES JEREMIAH RYAN, born April 1, 1896, at Newburyport. Son of Michael and Julia Ryan. Enlisted

April 11, 1917, Battery A, 2nd Mass. Field Artillery, National Guard. Mustered into Federal service Aug. 4, 1917, Battery A, 102nd Field Artillery at Camp Curtis Guild at Boxford. Sailed Sept. 22, 1917, in U. S. S. Finland. Landed at St. Nazaire, spent four months at Artillery Training Camp at Coetquidan. He was taken sick at this camp and went to Hospital Camp 15, then to Savernay. Returned in the President Lincoln, and on arrival went to U. S. Hospital, Fort Bayard, New Mexico. Discharged March 17, 1919.

CHARLES THOMAS SAUNDERS, born April 30, 1897, at Ipswich. Son of Moses A. and Eliza A. Saunders. Married, May 19, 1917, Miss Irene A. Bishop of Lynn. Enlisted Feb. 15, 1915, in Company H, 8th Massachusetts. Reported for duty on the Mexican border, July 25, 1916. Discharged Oct. 17, 1917.

In August, 1918, re-entered the service at Camp Jackson, S. C., in Field Artillery. Discharged from Camp Devens, Jan. 10, 1919.

Enlisted in Merchant Marine, Jan. 22, 1919. Discharged Feb. 12, 1919.

ARTHUR BERNARD ANTHONY SCAHILL, born Feb. 22, 1888, at Ipswich. Son of Bernard H. and Margaret Seahill. Mustered in Dec. 13, 1917, storekeeper 1st class, U. S. N. R., at District Supply Office, Boston. Released Dec. 11, 1918.

CHESTER ARTHUR SCAHILL, Corporal Company H, 104th Infantry, 26th Division. Born at Byfield, Mass., June 28, 1891. - Son of Thomas and Cornelia Isabel Seahill. Died in service, in France, September 20, 1918, at French Hospital No. 41, St. Dizier.

Enlisted in Company H, 8th Mass. Vol. Militia, in 1915. Served with this organization on the Mexican border in 1916. Together with his other Ipswich comrades in this company, he answered the call for service on July 25, 1917, and went with his company to Lynnfield. Left Lynnfield and encamped at Westfield, and was mustered into Federal service in September, 1917, becoming a part of the 104th Infantry of the 26th Division.

Went overseas in the fall of 1917, arriving at Liverpool, October 24. In February, 1918, participated in the first engagements of this division in the Chemin des Dames sector, and later, in the active fighting in the Toul sector. During the fighting at Apremont he was disabled and sent to a field hospital and later to a base hospital at Le Mans.

A letter received by his mother from H. O. Tanner, A. R. C., under date of June 30, 1918, from Base Hospital 117, brought the news that he was undergoing treatment in that hospital and was improving in a satisfactory manner. Under date of September 9, 1918, from the Brunswick Hospital, St. Dizier, Corporal Seahill wrote his mother that the critical point of his illness had been safely passed, and that he was recovering, although still very weak. From the meager information that it has been possible to obtain concerning his death, it appears that at about this time he was very anxious to rejoin his comrades, and that he left the hospital in an attempt to reach his organization, and that, through exposure, he was stricken with bronchial pneumonia, resulting in death at Brunswick Hospital No. 41, St. Dizier, on Sept. 20, 1918. He was buried with full military honors at St. Dizier.

A letter from Major Luke C. Doyle, under date of Nov. 19, 1918, and a letter from Lieut. J. F. Scarborough, commanding officer of the St. Dizier hospitals, the latter dated Dec. 7, 1918, and both written from St. Dizier, agree as to the place and date of death.

Major Luke writes, in part: "He lies buried in the little St. Dizier cemetery, with 36 other American boys. Over his resting place stands a cross, with his identification tag, and his name, in print. He had the service of the French Protestant chaplain read at his grave, and he was buried with full military honors."

September 12, 1918.

American Regulating Station B.

A. P. O. 706.

Saturday we buried a boy here and I attended his funeral as medical representative. I learned that he was from Ipswich, which took me back

home. His name was Chester C. Seahill, of the 104th Infantry Regiment, Company H, which is attached to the New England Division.

He was passing through our station on his way to his regiment in the lines and was suddenly stricken with pneumonia. I obtained a Canadian nurse for him immediately, stayed with him for two hours before he died, and my corporal stayed with him the entire time up to the end. His last message was for his mother and father, to tell them that he was fine, and would see them soon. He was in the best hospital in the locality and received the best care that could be given him. He was buried with military honors, his casket being draped with the American and French flags. The carriage was decorated with our flag and was accompanied by an escort of sixteen American soldiers and two officers. Services were read in the hospital and at the military cemetery, where hundreds of French, English and American boys lie sleeping. Three salutes were fired over his grave, which is a very rare attention during this war.

I am telling you this, as I wish you to transmit this message to his mother and father. I know how glad they will be to receive any news of their boy, as I know how I would feel if the same thing happened to me, and how much such information would be appreciated by those at home.

His division had gone through terrific fighting and he was evidently all used up. He died with very little suffering.

LIEUT. CUINIGSBY DAVISON.

WALTER CURTIS SENIOR, born February 13, 1892, at Newbury. Son of Joseph W. and Josephine (Hill) Senior. Mustered in Sept. 1, 1917, Camp Fort Ethan Allen, Vt. Transferred Nov. 22 to Base Hospital 66, Camp Merritt, Tenafly, N. J.

Sailed Dec. 17, 1917, on S. S. Orduna, for Glasgow, then to Winchester and Havre, to Neufchateau. Transferred to Base Hospital 117, about March 20, 1918, at Lafouche, and remained there until June 5. Transferred then to Camp Hospital 9, at Chateau Villain, returned to Base Hospital 117 on July 13. Changed to Base Hospital 116 at Bazoilles-sur-Meuse, engaged in the transportation of mental cases. Transferred to Base Hospital 79 at the same place, and spent the winter there. Early in May transferred to Base Hospital 214, at Savenay.

Sailed homeward from St. Nazaire, May 17, 1919, on S. S. Mallory. Discharged from Hoboken, July 5, 1919, first class private, hospital attendant.

HENRY SHAW, born January 3, 1895, at Ipswich. Son of Thomas and Agnes Shaw. Mustered in May 29, 1917. U. S. Naval Reserve, seaman, U. S. S. Covington.

The Covington, the former German liner Cincinnati, 17,000 tons, was torpedoed by a German submarine on June 30, 1918. Three men were killed by the explosion of the torpedo, and three lost in taking to the boats. After an hour and a half in boats and on rafts, all were rescued by the destroyer Smith. Summoned by wireless, tugs came from Brest, 150 miles distant, and took the Covington in tow, but she sank in four hours on July 1, 1918. She was the only ship lost in the convoy. Mr. Shaw was on his sixth round trip, homeward bound, when the ship was lost.

He was assigned to the U. S. S. Carola, receiving ship at Brest, went to La Pallice, France, where he was stationed till Dec. 14, 1918, when he returned and was released January 8, 1919.

CLAYTON LORENZ SIMMS, born September 8, 1900, at Liverpool, Nova Scotia. Son of Lorenzo and Mary Simms.

While resident in Liverpool, in his youth, he enlisted in the Canadian Army, and was stationed in the citadel at Halifax, and afterward in the Cambridge Battery on the sea-coast nearby. He left the army after five months.

He enlisted December 19, 1917, in the 55th Artillery;

was transferred to Battery C, 65th Artillery, in Boston Harbor, thence to Camp Merritt, N. J., and sailed from Hoboken, March 21, 1918, in U. S. S. Chicago, for Bordeaux. After two weeks in training camp, spent three weeks in the artillery training school at Limouge, and another period at Camp Mailley, and then to the front in the Toul sector in the latter part of June.

The battery was in action on this front and in the St. Mihiel drive. Removed to Etrayes, then to Verdun and the Argonne, and was in action until the day of the armistice, November 11. The battery lost thirty-two men gassed, seven killed. It was equipped with heavy British seige guns, tractor drawn. After the armistice, withdrawn to Souilly, and embarked at Brest on S. S. New Haverford.

Mr. Simms was slightly wounded and was in hospital a few weeks. Discharged April 17, 1919.

HENRY SWAIN SIMMS, born May 26, 1896, at South Manchester, Conn. Son of Thomas and Nellie B. Simms. Enlisted in Engineers Reserve Corps, at Orono, Maine, in February, 1918; transferred to Students Army Training Corps at Institute of Technology, Boston. Mustered out, December, 1918.

ELMER CHESTER SMITH, born Feb. 24, 1888, at Rockport, Mass. Son of Elmer C. and Julia Smith. Mustered in Feb. 26, 1918, Camp Devens, Depot Brigade, 6th Company; transferred to Headquarters Company, 301st Engineers, 76th Division.

Sailed July 14, 1918, on S. S. Katomba, for Liverpool, and proceeded to Southampton and Havre, thence to St. Amand, where he remained until September 10. Engaged in the St. Mihiel offensive, Sept. 12 to 16, and in operations in the Toul sector, Sept. 16 to Nov. 11, under constant shell fire for 59 days, acting as regimental runner.

After the armistice advanced in the Army of Occupation to Boppard on the Rhine, which was reached on December 12, and five days later advanced to Brohl, about twelve or fifteen miles from Coblenz. Stationed there until May 27, 1919. Sailed from St. Nazaire, June 5, on S. S. Calamores, at Boston June 13. Discharged from Camp Devens, first class private, June 20, 1919.

JULIAN DEXTER SMITH, born at Ipswich, Mass., Jan. 8, 1900. Son of Dexter Munroe and Anna Cogswell Smith. Enlisted October 10, 1918, Company G, Harvard Unit, S. A. T. C., Cambridge, Mass. Discharged Dec. 9, 1918.

JOSEPH GRACE SOUZA, born September 14, 1897, at Gloucester, Mass. Son of Joseph G. and Nancy G. Souza. Enlisted in August, 1918, and was assigned to 15th Co., Aviation Squad, Garden City, Long Island, as a machinist. Discharged December, 1918.

JOHN G. SPERLING, JR., born May 20, 1897, at Ipswich. Son of John G. and Agnes Sperling. Enlisted in Chicago, June 29, 1917, in Company A, 24th Battery, in Radio Department, and acted as Radio Instructor in charge of a class of 80 men. October 16, 1917, changed to 314th Field Signal Battalion, Camp Funston, Kansas, and Feb. 27, 1918, to Casual Detachment Radio Operator, Camp Vail, Little Silver, N. J.

Sailed March 22, 1918, in S. S. Finland, from Hoboken, for St. Nazaire. Proceeded to Signal School at Langres for a radio course, where he met Sergt. Charles Mallard of Ipswich, who was taking a course at the Officers Candidate School. On June 1, having completed his special studies, he was assigned to service with the French Army at Villotte-devant-Louppy, in the Radio Section Signal Corps, Radio Intelligence Dept., to become familiar with the French method of radio communication. In the middle of August sent to Souilly, about 10 kilometers from the front, in the neighborhood of Verdun and St. Mihiel, to handle a two-kilowatt station, and was there engaged in transmitting meteorological reports every four hours for the artillery in that sector, and in receiving German radio intercepts.

In September he was detached from the French Army and assigned to the American Army at Souilly, at the commanding station (P. C. T. Post Central Telegraph), for communication, receiving and transmitting goniometric reports, so called, by which, through an ingenious triangulation method, German radio stations were located and thus made subject to artillery fire. The American

stations were exposed to the return shell fire and aerial attacks of the enemy, but few casualties ensued.

In October he was appointed Corporal. Continued in this department of service at Souilly until the armistice. On November 22, assigned to the radio section base at Toul, in charge of a radio station, and instructing soldiers in the methods of handling radio communications. On January 2, 1919, with about 300 men, sent to a re-classification camp at Cours Cheverny and there assigned to the 109th Field Signal Battalion, stationed at Chitency for two weeks.

The whole Battalion was then sent to Lusasac de Libourne, about 25 kilometers from Bordeaux. On April 11, marched to Libourne, and the next day to the delousing camp at Genicourt, thence to the Bassens docks, near Bordeaux, and sailed on April 18, in U. S. S. Siboney, conveying home 2,000 wounded and 1000 detached soldiers. Corporal Sperling assisted in the radio work during the homeward trip. After a brief stay at Camp Upton, Long Island, and Camp Devens, he was discharged May 21, 1919.

FRANK ALTON STEVENS, born May 24, 1892, at Gloucester. Son of Frank and Sarah A. Stevens. Mustered in July 27, 1917, private, Company A, 49th Infantry, at Syracuse, N. Y. Transferred to Co. A, 23rd Regiment, then to 924th Casual Co.

Sailed from Hoboken Sept. 7, 1917, on Frederick der Grosse, for St. Nazaire. Proceeded after a week to St. Thibault, and remained until March, when advanced to St. Miroy sector, at the front. In May withdrawn to training camp at Chaumont, and on June 1st changed to Chateau Thierry, and remained there, actively engaged, forty days. Transferred then to Soissons for four days, and later to Pont-à-Mousson sector. He was at St. Mihiel Sept. 11 and 12, on the Champagne front, and in the Argonne Forest, and on November 4, only a week before the armistice, stricken with appendicitis, was removed to Base Hospital 14 for operation. Returned on the Vedic. Discharged March 15, 1919.

CHARLES TITCOMB STROUT, born January 16, 1889, at Salem. Son of Samuel A. and Carrie Titcomb Strout. Married Miss Jennie Marshall. Enlisted at Roxbury, April 26, 1918, 26th Co., 151st Regiment, Depot Brigade, Camp Devens. Discharged Dec. 5, 1918.

MURRAY DANIEL SURRETTE, born June 19, 1888, at Nova Scotia. Son of Joseph and Mary Surrette. Mustered in August 5, 1918, and assigned to New Haven, Conn. Engaged in reconstructing wounded soldiers, teaching landscape gardening, in preparation for vocational training. Discharged August 18, 1919.

JOSEPH ALLEN SURRETTE, born August 11, 1891. Son of John D. and Madeline Surrette. Enlisted April 10, 1917, 2nd Mass. Field Artillery. Mustered into Federal service July 25, Battery A, 102nd U. S. Field Artillery, at Camp Curtis Guild, Boxford.

Sailed September 22, in company with James J. Ryan, in the Finland, and after three weeks in rest camp, proceeded to the French Artillery Training Camp at Coetquidan. Remained there until January 28, using French 75 mm. guns, horse drawn, eight men to a gun.

Their first front was at Soissons, just evacuated by the Germans, where they were camped in the Cathedral, on Feb. 4, 1918, and next day moved to Bussey de Long, and placed their guns in position, seven kilometres from the front. Continued there 45 days, firing frequently; under the enemy's fire most of the time, but losing only one man wounded; and then withdrawn to the Toul sector, spending four days in box cars and fourteen on the road. Went into action in April, relieving the 6th Field Artillery, at Seicheprey, and at Fleuri April 20 to 24. Two men were killed on the 22nd, and two others, runners to the front, were captured. From Seicheprey removed to Remaucourt, in same sector.

Mr. Surrette was wounded in action on May 30, receiving a shell wound in the left thigh, and was removed to Evacuation Hospital No. 1, at Toul, and nine days later to Base Hospital 15, at Chaumont. He returned to the ranks July 8, in Battery C, 27th Division, was in action

at Chateau Thierry on July 12, was gassed on the 14th and sent back to St. Agnan, and to a replacement camp at Laetine. While acting as equitation instructor at Coetquidan, he suffered an attack of influenza in November. Returned from St. Nazaire, January 12, 1919, on the Manchuria, and was discharged Feb. 11, 1919.

PETER SURRETTE, born May 5, 1894, in Nova Scotia. Son of Joseph and Mary Surrette. Mustered in October 20, 1917. Sergeant Marine Corps Heavy Artillery, 6th Company, Quantico, Va. Later changed to 149th Co., A. E. F. Discharged January 22, 1920.

ARCHIE THERIAULT, son of Peter and Catherine (Cormeau) Theriault, was born at Meteghan River, Nova Scotia, Canada, on October 7, 1887. He enlisted from Ipswich, July 6, 1918, and was discharged July 18, at Fort Slocum, New York.

ELIOT FRANKLIN TOZER, born Sept. 30, 1895, at Ipswich. Son of George W. and Lucy C. Tozer. Enlisted Aug. 3, 1917, in Reserve Corps. Mustered in Aug. 25, assigned to 101st Field Signal Battalion at Camp Norman Prince, Boston. Left Boston Sept. 21 and sailed from New York in S. S. Antilles for St. Nazaire. After two weeks there proceeded to Neufchateau, headquarters of Division 26. On Friday, Feb. 8, 1918, moved to Soissons, and was engaged two weeks in laying telephone cables under the command of the French. The infantry had dug the trenches two meters deep, to avoid damage as far as possible by the enemy shell fire. Two men carrying a reel of cable on a crowbar laid it by night, or under cover of fog and rain. Engaged in this work from Feb. 13 to Feb. 28, 1918, then returned to Soissons and was employed through March on telephone line work in the vicinity. Left Braisnes, near Soissons, March 29, by train. They left the railroad at Bar-sur-Aube and then hiked four days to San Blin, on the east border of the Haute Marne department. Left there in camions driven by Chinamen, on Easter Sunday morning. Arrived in the Toul sector in the afternoon, at Vignaut, where he

was detached for operating French telephone switchboard ten days, when he was recalled to Boucq, headquarters of the battalion and division.

He was now assigned to a motorcycle with side-car, and drove the Captain by day and brought up supplies at night for about three weeks, at Apremont and Seicheprey, losing his headlight by an enemy projectile. Then assigned to an automobile, and drove his division signal officer until October 1. He carried a small cot in the car, which he occupied by night in any chance shelter, while the officer slept in the car.

With the Division he left the Toul sector July 1, and proceeded to Nantuil near Meaux, and after a week moved to front line at Mery, where he remained until the Chateau Thierry offensive in July. Returned to Mery at the end of July and remained until Aug. 15, when he moved with the infantry to Mussy-sur-Seine in the Chatillon area, for training and rest until the latter part of August.

The division detrained at or near Bar-le-Duc and hiked to Somme Dieu, and after four or five days to Rupton-en-Woeuvre, where division headquarters were established during the St. Mihiel offensive. Five days later, moved to Troyon, and about Oct. 4th went to Verdun. Headquarters were at the citadel until about October 15, under constant enemy fire, then moved to Bras and remained until the armistice.

Sailed from Brest April 6 on the Patricia for Boston. Discharged April 29, 1919.

Battles—Bois Brule, Seicheprey, Xivray, Marvoisin, Torcy, Belleau, Givry, Boureches, Till 190, Epieds, Trugny, St. Mihiel, Bois de Haumont, Bois Belleau, Bois d'Armodt, Bois de Ville.

DANA NEWCOMB TRIMBLE, born May 23, 1892, at Queenston, Ontario, Canada. Son of Dr. R. J. and Maud S. Trimble, and grandson of the late W. A. Thomson, M. P. for Welland County; graduate of Harvard, Class of 1915. Enlisted May 17, 1917, private, B Company, 1st U. S. Engineers, at Washington Barracks; three weeks later went to Belvoir, Va. Promoted to Corporal June 22.

Sailed from Hoboken, August 7, 1917, in S. S. Finland. Arrived at St. Nazaire, France, Aug. 20, 1917. Remained there two weeks, was then sent to the advance zone of the American Army in the Gondrecourt district, and stationed there until November 10, when he went to the front with the 28th Infantry, 1st Division, in the Sommeville sector, 10 miles northeast of Nancy, a quiet sector, the first front line of the Americans in the War. On Jan. 18, 1918, moved to the Toul sector, an active sector, remaining until relieved by the 26th Division on April 1, 1918.

The 1st Division was then moved to the Montdidier sector, B. Company, 1st Engineers, leading the advance, and took the position on April 19 then held by the French. Corporal Trimble had been promoted on April 1st to Sergeant and Battalion Gas Non-Commissioned Officer, This was one of the most critical periods of the war. The American troops had not arrived in adequate numbers, nor attained sufficient military proficiency to render the help that had been expected. The British and French were despondent and the outlook was depressing. At this juncture, Gen. Pershing turned over his troops to Gen. Foch, to be used at his discretion. Foch ordered the First Division to the Montdidier sector, where the French Territorials had suffered frightful losses. Gen. Bullard, commanding the First Division, requested the privilege of attacking Cantigny, which had been taken twice and lost twice by the French. The position was totally unprotected, with no trenches, no cover but shell holes, and no communication with supporting lines. Trenches were built under heavy shell fire, and on May 26, Cantigny was taken and held against three counter attacks of the Germans, although the French expected that the Americans would be obliged to withdraw.

Division after division was sent to relieve the First, but was withdrawn before reaching them to other exposed points, and it held its ground, under constant shelling and the discomfort of cootie fever, until July 7, 1918. Sergeant Trimble had been detached on June 9 to the School for training officers of the First in gas, at Divisional Head-

quarters, about an hour's walk from the front. Two classes were formed, 32 officers in each, which received three days' instruction every week. He continued as an instructor until July 3, when he reported back to Company B on the front.

On July 7, the First was relieved and withdrawn to Beauvais, and on the 14th moved toward Paris. But when within 21 miles of the city, the German advance compelled a sudden change of plan, and the division was hurried into trucks and rushed to Soissons, where it went over the top on July 18. B Company, 1st Engineers, with no especial infantry weapons, such as machine guns and automatic rifles, with only their rifles and bayonets, fought as infantry with the Third Battalion of the 16th Infantry. On July 20, the third day of the battle, while his company was attacking the Germans, entrenched along the Paris-Soissons railroad, Sergeant Trimble was severely wounded in the action for which he was decorated.

He lay on the field for eighteen hours, until about 2.30 on the morning following, July 21st, when he was picked up by the stretcher bearers and carried back to a first-aid station, from which he was evacuated to Field Hospital No. 13, near Crepy. Here shell fragments were removed from the left hip on the evening of July 21st. Then moved to Paris, where another operation on July 23 removed more shell fragments. On the 24th moved to Base Hospital No. 20, at Chalet Guyon, where he remained six months. Sergeant Trimble cannot say enough in praise of this hospital, a University of Pennsylvania unit. After being in six army hospitals in France and in the United States, Sergeant Trimble is of the impression that for care and devotion, the officers, nurses and men of Base Hospital No. 20, excel every other unit in France of which he has any knowledge. Here the Distinguished Service Cross was pinned upon his breast with imposing ceremonies, for great bravery at Soissons.

On Jan. 18, 1919, he was able to be moved to a Base Hospital at Perigueux, and two weeks later to Beau Desert near Bordeaux, where he remained three months; then to Brest on April 13. In hospital there until July 23,

when he embarked in the hospital bay of the S. S. President Grant, arriving New York, May 6, 1919, twenty-one months from the day he sailed for France. He had spent four months training in France, seven months on active service on the front, and ten months as a wounded patient in hospitals in France.

Two weeks after arrival in the United States he was sent to U. S. Army General Hospital No. 2, Bronx, New York, from which he was discharged Aug. 22, 1919, at his own request, though his wounds were not yet healed.

The remarkably wise advice and excellent care of a Boston-Ipswich surgeon is doing the work so well, that on July 20, 1920, two years after receiving his wound, Sergeant Trimble reports that in a few years he hopes to regain the use of his left leg.

France, 31 October, 1918.

By Courier.

The Adjutant-General A. E. F..

Commanding Officer, Base Hospital No. 20.

DECORATIONS.

1. Forwarded herewith is one Distinguished Service Cross No. 671, which has been assigned to Sergeant Dana N. Trimble, Company B, 1st Engineers for the following act of extraordinary heroism in action:

For extraordinary heroism in action near Soissons, France, 20 July, 1918.

Sergt. Trimble volunteered and obtained the consent of his company commander to recover wounded from an exposed area in front of the lines. He went through a violent bombardment in the performance of this duty, three times, and stopped only when he himself had been severely wounded.

You are authorized to present this Cross to Sergt. Trimble in the name of the Commander-in-chief.

2. Attention is called to Par. 4, Bul. 25, G. H. Q., A. E. F., 9 May, 1918.

Every effort will be made to accompany the presentation of the Cross with as impressive a ceremony as possible.

By command of

GENERAL PERSHING,

Adjutant General.

EVERETT RUSSELL TUCKER, born Dec. 23, 1898, at Ipswich. Son of Albert and Sarah Tucker. Inducted Oct. 1, 1918, S. A. T. C., Institute of Technology. Discharged December 18, 1918.

WILLIAM JOHN VERA, born July 26, 1896, at Bermuda, Son of Frank and Florence Vera. Enlisted December, 1917, U. S. Naval Reserve, at Newport, seaman, on receiving ship U. S. S. Kimberly, a destroyer. Went overseas, promoted to Quartermaster, on convoy duty, engaged three months in patrol service, assigned to new destroyer Cowell. Released Feb. 18, 1919.

SOTERIOS ATHANASIOS VOULGARIS, born Aug. 15, 1894, in Deliana, Tegea, Greece. Came to United States in 1912. Enlisted May 27, 1918. Sailed for France July 31, 1918. Returned on August 23, 1919. Discharged in September, 1919, Quartermaster Butcher's Co. 330.

ALFRED EMERSON WADE, born July 12, 1897, at Ipswich. Son of Jesse H. and Florence I. Wade. Enlisted in Co. H, 8th Mass. Reg. and was mustered in May 14, 1917, in camp at Lynnfield, where the 8th Mass. became the 104th Reg. and at Westfield.

Sailed from Montreal on S. S. "Scotian", October 4, 1917, for Halifax, and with the convoyed fleet of transports to Liverpool proceeded to Southampton and after four days in rest camp to Havre, and a few days later entrained for Harreville in the Haute Marne. Remained here in training camp from November 28 to February 6, 1918. Entrained there for Soissons and moved up to the trenches. Feb. 8th moved by night to Bois Montier and on the 13th to Antwich Farm and engaged there in digging trenches and setting barbed wire. From Feb. 19 to Feb. 28 in rest camp at Vauxresis and at Vauxillan Feb. 28 to March 6.

November again to front line sector and on March 21 hiked to Cuffins, next day to Soissons and entrained for Bar

le Duc and from this point made first long hike to St. Blin, arriving there March 31. The march was made with full packs, containing two blankets, coat, raincoat, rubber boots, five pair of stockings, toilet articles and hard tack. Rifle, ammunition and entrenching tool added to the burden. From fifteen to twenty kilometers was made each day, the march beginning at 8 a. m. with a two minute rest after the first hour and five minutes after each succeeding one until early afternoon, when lunch was served and night quarters assigned or prepared. Moved by trucks to Vertuessi, then to Vignaut, Fremerville and early in April to St. Agnaut, near the front line. On April 12 and 13 engaged in battle in the Apremont Woods, under heavy shell fire for thirty-two hours, losing eight killed and many wounded. Relieved and withdrawn to Vignaut and Vertuessi where the regiment was reviewed and 117 officers and men were decorated by the French general with the Croix de Guerre, and the flag as well. Remained here two weeks stringing barbed wire in the deep woods in the rear of support trenches. Moved from here to Gerard-Sas and remained from May 2 to May 9, then to the front line in the Toul sector. The 26th Division left this sector permanently in the latter part of June and the 2nd Battalion of the 104th moved to Jerry Woods, then to Pagny and entrained on June 29.

Returned nearly to Paris when the German advance caused a sudden change of plan and the Division was sent to the rear of the Chateau Thierry front four or five days later, on the night of July 3, the order was given, "Roll packs and fall in." Took trucks, and three hours later the 2nd Battalion landed in the rear of Belleau Woods and moved up to Belleau Woods the following night.

On July 9 Private Wade was taken sick, exhausted with the severe ordeal, and was sent to Base Hospital No. 1, Vichy, France. Transferred to Convalescent Camp then to Camp Hospital No. 26 and to Base Hospital No. 214, where he was transferred as an orderly.

Sailed with patients on the Madawaska, Dec. 27, from St. Nazaire, landing at Newport News, Va., early in January. After spending two months at the Debarcation Hospital at Hampton, Va., he was discharged March 5, 1919.

FRANCIS CHANDLER WADE, born March 18, 1892, at Ipswich. Son of Jesse H. and Florence I. Wade. Mustered in Oct. 5, 1917, at Camp Devens, 18th Co., 5th Training Battalion, 151st Depot Brigade, transferred to Camp Gordon, Atlanta, Oct. 26, and assigned to Co. M, 326th Infantry. Appointed Corporal January 12, 1918.

On April 14 Co. M entrained for Camp Upton, Long Island, and on April 28, embarked on S. S. Mauretania for Liverpool. Arrived on May 6 and proceeded to Southampton, then to Havre, and Rest Camp, No. 2.

On the morning of May 11 entrained for Eu Marched, the next day to the little town of Laleau, where they remained until the morning of May 22, when they hiked to Saint Blimont, and eight days later moved to Ornierval-sur-Mer. This was in the British area. On June 16 hiked to Woincourt and there entrained in French box cars for the Toul sector, held by the American Army. Arrived at Chaudenay on May 18 and remained until the 26th when the 82 Division relieved the 26th, the Yankee Division, Co. M, occupying the front line at Bois Voisogne. Sent to the Automatic Rifle School at Bois Levesque on June 23, for a three weeks' course with the "Chauchot," rejoining the company on July 13. Two days later Company M went back of the lines to the little town of Cholet, to prepare for a raid. They returned to Noviant August 2, hiked to a position in the old abandoned trenches at the right of Flirey, a French village which had been totally destroyed.

At 3.55 a. m. (zero hour) Aug. 4, the French artillery put down a box barrage along the top of the hill in front of the lines, the crest of which was close to the German trenches. At the sound of the first gun the two companies swarmed out through the ends of the saps leading forward in a mad scramble up the hill, the steep slope of which was covered with barbed wire, shell craters and remains of old trenches, now blown to pieces. The raiding party penetrated to a point beyond the German third line, climbing over and blowing their way through five separate barbed wire entanglements. Most of the Boches, at the first note of the barrage, took to their dug-outs or fled. A few remained, however, to man the machine guns, which were

turned on the raiders. Their guns were quickly silenced, grenades were thrown into the dug-outs and the few survivors threw up their hands. But the blood of the raiders was at fever heat and no prisoners were taken.

Promptly at 4.50 a. m. the party returned. Company M had captured all the identifications that were secured, among which were three machine guns (the first captured by the American Army).

After the raid Company M returned to Noviant and on August 10 entrained for Dongermain, and on August 15 the 326th Infantry relieved the 23rd Infantry, 2nd Div. in Foret de Jacq, just east of Pont-à-Mousson. The 3rd Battalion moved into the front line where M Company took up the counter attack position at the northern end of the woods. The company remained here until Aug. 24. From Aug. 25 the Battalion was in reserve at Feime de Naurot, near Liverdun, until Sept. 1, when it returned to the Foret de Jacq in support at the southern end of the woods. On the night of the 9th it was moved again to the front, occupying the three small villages of Norroy, Xon and Hermonville, the group being known as Les Menilo. While in this position on Sept. 14, Capt. Hamn of Co. M was killed near his P. C. in Hermonville by a bomb dropped from an enemy plane.

The St. Mihiel drive began on Sept. 18. The 82nd Division occupied the front position on the right flank of the advance. On Sept. 19 the 3rd Battalion was relieved by French infantry and moved back to the town of Custrines, where it remained until the 24th. The whole 326th Regiment was removed by French camions to Rarecourt where it camped in the woods near Mobile Hospital No. 2 until Oct. 4.

Just north of their position the big Meuse-Argonne offensive had already begun. On Oct. 4 the 326th marched north through the Argonne to a point four or five kilos west of Les Islettes, where it camped for the night and resumed the march the next day to a point where the road running north and south through the center of the Forest crosses the Varennes Four de Paris road. The 3rd Battalion spent

Oct. 8 at Ferme de Belaise and relieved the 56 Brigade, 28th Division, that night.

On the morning of the 9th the 3rd Battalion went over the top, M and K Companies being in support and advanced to Cote 244, southwest of Chatel-Chebery. The losses of the first day were very light. Remained at Pylone until the 11th, when the battalion waded across the river Aire, waist deep, and pushed ahead under intense artillery fire to the culvert on the Fleeville-St. Juvin road, where M Company dug in. The 3rd Battalion went over the top again in the morning of Oct. 14 with K and M in the lead, advancing on the St. Juvin-St. George road under heavy machine fire from the front and both flanks. During this period a large number of machine guns and about 182 prisoners were sent to the rear. The losses sustained by M Company to this date were very heavy.

About 11 o'clock Corporal Wade felt a severe blow on his left shoulder and in a moment found himself rolling in the ditch by the road side. He was able to withdraw to the dressing station where it was found that a bullet had passed through his shoulder. Sent to the Field Hospital and Base Hospital at Bazoille. He was evacuated from the Base Hospital eleven days afterward and sent to Convalescent Camp No. 2 at Liffol le Grand. He returned to Company M on Dec. 12 at Vesres-sous-Chalancey. On Feb. 11, 1919, the 82nd Division was reviewed by Gen. Pershing, near Prauthoy. On March 1 the 3rd Battalion hiked to Vaux, entrained there for Cerons and hiked to Loupiae, where it remained until April 22, hiked then to Langoiran, then to Embarkation Camp No. 1 near Bordeaux, quarantined at Pauillac from April 27 to May 24, when it sailed for home on the U. S. S. Eurana, and landed at Hoboken on June 6. Discharged from Camp Devens June 13, 1919.

ROY APPLETON WAITE, born July 20, 1891. Son of Waylard and Mary Waite. Enlisted in the Merchant Marine, April, 1918. Served on the Gov. Cobb as 1st Class Fireman and later as oiler and made an instructor in firing. Discharged April, 1919.

BRAINARD CAMERON WALLACE, born August 4, 1899, at Hamilton. Son of William C. and Rachel M. Wallace. Enlisted August, 1918, in Merchant Marine and trained on S. S. Meade, S. S. Gov. Dingley, and S. S. Calvin Austin. Assigned to S. S. Atlantus and made a round trip from New York to the West Indies. Released February, 1919.

DENNISON CLARKE WALLACE, born Dec. 13, 1897, at Hamilton. Son of William C. and Rachel M. Wallace. Enlisted in 1916 and went to the Mexican border, first class private, Co. H, 8th Mass. Regiment. Called to the colors July 25, 1917, at Lynnfield. Mustered into Federal Service Aug. 5, Co. C, 104th Reg. at Westfield and appointed Corporal.

Sailed on S. S. Scotian from Montreal Oct. 4, 1917, for Liverpool and proceeded to Southampton and Havre and to training camp at Sartes. In February moved to Soissons in the Chemin des Dames sector and remained there a month; then by train to Ravsur Aube, and by three days' hike to Remaucourt.

On Easter Sunday moved in trucks to the Toul sector, where engaged in patrol duty in the trenches for three months. Then went to the relief of the Marines at Belleau Woods. Held the position seven days, the company suffering many casualties. Engaged in the Chateau Thierry drive July 18, went from this point to Chatillion and remained in this sector about three weeks, filling up the ranks with replacements. In the St. Mihiel drive Sept. and remained there about ten days, then to the Meuse-Argonne and Verdun, and remained there until the armistice, Nov. 11.

Removed to Dammartin for two months drilling and training, then to Le Grand Luce where the regiment was inspected and prepared to return. Hiked to Le Mans, entrained for Brest, returned on S. S. Mt. Vernon. Discharged April 28, 1919.

DENNIS JOSEPH WARNER, born Oct. 8, 1897, at Caribou, Maine. Son of Oliver and Claudia Warner. Enlisted in Co. II, 8th Mass., June 24, 1916, and went to the Mexican

Border; called to the Colors July 25, 1917. Mustered in to the Federal Service August 5, 1917, the 8th Mass. being merged in the 104th Reg., National Guard, in Camp at Lynnfield, then at Westfield, and sailed from Montreal on S. S. Scotian Oct. 4, 1917. At Liverpool Oct. 24 and by way of Southampton 24th and Havre Oct. 29 to the training camp at Harreville.

Detached from camp Dec. 4 and sent as British officer's orderly and interpreter to Millan, Nord France, to British school for training in machine gun and trench mortar, and then to the British front at Pasquendale, near Ypres. Sent back to his company at Harreville Dec. 27 and later detailed for two weeks to the running school where Harvard and Yale athletes trained men in cross country running.

He was with Co. H in its advance to Soissons and its subsequent movements and was detailed as a runner from the time when the front line was taken until he was appointed Corporal, Oct. 19, 1918. At Apremont he acted as Second Battalion runner and was commended for bravery in this battle.

HEADQUARTERS 26TH DIVISION.
AMERICAN EXPEDITIONARY FORCE.

France, May 13, 1918.

General Orders.

No. 40. EXTRACT.

1. On April 2, 1918, the 104th Infantry occupied the Bois Brule sector and between that date and April 14 they were attacked and raided by the enemy in superior numbers and with violent artillery bombardment, especially April 10 to 13, inclusive. The regiment has already been mentioned in Orders and decorated by the Corps Commander for its gallant conduct. Many of the men have also received Croix de Guerre, and in addition to which, in behalf of the 26th Division, I commend the following named officers and enlisted men serving with this command for gal-

lantry and especially meritorious services in action against the enemy from April 2 to 14, 1918.

PRIVATE DENNIS J. WARNER, Company H,
104th Infantry.

By Command of

MAJOR GENERAL EDWARDS,

DUNCAN K. MAJOR, JR.,

Lieut. Col. Infantry,

Chief of Staff.

This was followed by a second personal commendation at a later date.

PVT. DENNIS J. WARNER,
Co. H, 104th Infantry.

I have read with much pleasure the reports of your regimental commander and brigade commander regarding your gallant conduct and devotion to duty in the field on April 2-14, 1918, while attacked by superior numbers under heavy enemy fire—Toul Sector—

and have ordered your name and deed to be entered in the record of the

YANKEE DIVISION,

C. R. EDWARDS,

Major General,

Commanding 26th Division.

At the second battle of the Marne at Chateau Thierry, Private Warner ran alone by day but with a running mate by night, keeping liaison between the 102nd and 104th regiments and remained with the 102nd until July 28, returning then to his company. He completed the campaign without a wound in the St. Mihiel drive and the Verdun sector, and when the armistice was signed he was the only Ipswich man remaining in Co. H, all the rest having been sent to hospital for wounds or illness. After the armistice the 104th hiked two days to Boncourt, then to St. Mars in the Sarthe Department.

Discharged April 28, 1919.

WILFRED WARNER, born July 15, 1896, at Salem, Mass.
Son of Oliver and Claudia Warner. Enlisted March 21,

1917, in the U. S. N. R. F. and served at the United States Naval Training Station at the Great Lakes. Later served as coxswain on the U. S. S. Michigan, and was released from active duty August 22, 1919.

EDWARD TYLER WELLS, born May 24, 1894, at Ipswich. Son of Edward E. and Grace W. Wells. Enlisted in U. S. N. R. F. April 18, 1917, at Boston as 2nd Class Machinist Mate. Stationed at Commonwealth Pier for two weeks then transferred to Norfolk, Va. Shipped on the U. S. S. Delaware which was being used as a receiving ship at York River. July 1, 1917, transferred to the U. S. S. Kearsarge for training, remaining there till Aug. 1, 1917.

Sailed on U. S. S. Agamemnon the latter part of August for Brest, carrying troops numbering about 4,000 up to the time the armistice was signed. Made ten round trips to Brest with United States troops. In the fall of 1918 was promoted to 1st class engineman.

After the armistice was signed made five trips to Brest in transport service, making fifteen trips in all. July 8, 1919, sailed on U. S. S. Ballard for the Azores, then to Brest, France, Harwich, England, Hamburg, Germany, and through the Kiel Canal to Dantzig, Germany, Copenhagen, Denmark, then to Calais and Dover, England, back to Harwich, and then to Brest. Transferred from Brest to a receiving ship and returned to the United States on the transport Mercury. Honorably released from active duty Nov. 19, 1919.

ALBERT F. WELSH, born in Gloucester Mass., January 6, 1876. Son of Roderick and Christina Welsh. Came to Ipswich in 1895. Engaged in business until 1915. Studied law at the Northeastern College of Law of the Boston Y. M. C. A. Graduated with the degree of L. B. in 1914. Practised law in Ipswich. Appointed Associate Justice of the Third District Court of Essex County on April 21, 1915. Enrolled in the Soldier Welfare Work with the Knights of Columbus' Soldier Welfare Service Branch. Arrived in France in 1918. Assigned to the 81st Combat Division, under Major Gen. Charles J. Bailey at Verdun. This Division was known as the Wild Cat Division and was composed mostly of Southern troops. The Division parti-

icipated in active fighting during the closing days of the war and was in action on the morning of November 10, 1918, and lost heavily in officers and men, killed and wounded. This Knights of Columbus contingent was complimented by Major Gen. Bailey for service rendered to officers and men. After the signing of the armistice the Division retired to Mussey-Sur-Seine, remaining with the Division at this point until it left for home. Arrived in Ipswich in March, 1919.

DANIEL STONE WENDEL, born Sept. 21, 1899, in Ipswich. Son of Theodore and Lena Wendel. Mustered in October 28, 1918, at Paris Island, S. C., Marine Corps. Transferred later to Brooklyn Navy Yard. At Paris Island he made the highest score for rifle shooting with 282 out of a possible 300 hits. He was one of the team of nine men who represented the Marines stationed at the Brooklyn Navy Yard at a competitive shoot held at Quantico, Va. He was later assigned to duty at Caldwell, N. J. and assisted in constructing a rifle range at that place. Discharged Sept. 2, 1919, from the Marine Barracks, Philadelphia Navy Yard.

JOSEPH LEO WILKINSON, born March 11, 1895, at Ipswich. Son of Harry and Jessie Wilkinson. Mustered in April 29, 1918, at Camp Devens, 301 Infantry.

Sailed from New York July 5, 1918, on S. S. "Cedric" for Liverpool and on arrival proceeded to rest camp at Romsey for two days, then to Southampton and Havre, and the Classification Camp at St. Amand. Assigned there to Medical Corps, 301 Hospital Detachment, and remained until August 3, removed there to Farges for fifteen or twenty days, and to the classification camp at St. Aignan, and was stationed there when the armistice was signed.

Transferred to Camp Hospital, 93, at Clamecy, (Dept. Nevers) and in April, 1919, to Antwerp, where the First American Hospital in Belgium was located.

Sailed from Antwerp July 29, 1919, on U. S. S. "Powhatan", landed at Brest three days later, and after four days' stay proceeded to St. Sulpice, and remained until September 7. Returned to Brest and sailed September 16 on S. S. "Sol Mavis." Landed at New York Sept. 26.

At Camp Merritt and discharged from Camp Dix, N. Y., October 3, 1919.

ARTHUR HAROLD WILSON, born Aug. 11, 1894, in Ipswich. Son of Joseph R. and Annie M. Wilson. Enlisted May 21, 1917, Co. H, 8th Mass. Reg. Mustered in Aug. 5, 1917, Co. H, 104th Reg. in camp at Lynnfield and at Westfield, assigned to Supply Co.

He sailed from Hoboken, Sept. 27, on S. S. Lapland, and proceeded from Liverpool to Southampton and Havre. Crossing the Channel in a cattle boat, protected by nets and an expert gunner, two German submarines attempted an attack but were caught in the nets and towed into Havre. The winter was spent in camp at Harreville. On February 9, 1918, the Regiment moved to the trenches at Soissons and was on the front at Chemin des Dames three weeks. Entrained from Soissons and after leaving the train hiked five days under heavy packs to Vignaut, then to Vertuessi and to reserve line at Girondeville near Apremont. Mr. Wilson was engaged in bringing up ammunition at night under constant shell fire. He had part in the Review before the French generals, when, decorations were given and the flag was decorated.

Two weeks at Vertuessi and then the return toward Paris was checked and they were called to the rear of the Chateau Thierry front, where they relieved the 6th Marines who had checked the rush of the Germans toward Paris. They remained in this front about three weeks and after a fortnight in rest camp had part in the St. Mihiel drive, Sept. 12 and 13, and then to Verdun, where they were in action all the time until the armistice. Four members of the Supply Company were killed and three or four gassed.

Sailed from Brest March 27 on Mt. Vernon. Discharged April 28, 1919.

HENRY EVERETT WILSON, born Aug. 1, 1896, at Ipswich. Son of Joseph R. and Annie Wilson. Enlisted July 12, 1918, at Boston, in Engineer Reserve. In service from July 12 to Nov. 4, 1918, Engineer Reserve, on inactive duty; from Nov. 4, 1918, to Feb. 1, 1919, Engineer Officers Training School, Camp Humphreys, Va.

Commissioned Feb. 1, 1919, as 2nd Lieutenant, Engineer Officers Reserve Corps. Discharged Feb. 1, 1919.

LESTER LEWIS WOOD, born Sept. 1, 1894, at Lynn. Son of Libie J. and Edith M. Wood. Mustered in June 4, 1917, private Signal Corps, 104th Reg., 52nd Brigade. Transferred to private, Headquarters Co., 104th Reg.

Sailed Sept. 27, 1917, on S. S. Lapland for Liverpool and proceeded to Southampton and Havre to the training camp at Harreville, where he remained until Feb. 4, 1918. Moved then to the Soissons front and remained there until March 14, when he was taken sick and was in hospital until March 28. Then ordered to Chaumont and transferred to 107 Motor Supply Train. Went to the Belfort sector in Alsace-Lorraine with the 32nd Division, Sergeant, Co. E, 107 Motor Supply Train, then to Chateau Thierry to the Soisson sector and after a ten day rest at Joinville, to the Argonne Forest and the Meuse-Argonne, Sept. 22 to Nov. 11. After the armistice advanced with the Army of Occupation to Rengsdorf, forty miles east of the Rhine, and remained there until April 23, when return was begun to Brest.

Sailed from Brest May 7, 1919, on U. S. Battleship Virginia for Newport News. At Camp Hill and Camp Devens and discharged May 29, 1919.

CARL GREENLEAF WOODBURY, born Sept. 28, 1892, at Ipswich. Son of Loring and Evelyn Woodbury. Enlisted in the Merchant Marine April, 1918, under the United States Shipping Board and trained on the S. S. Gov. Cobb. He was sent to New York and served on steamers running from New York to Havana and Colon. On May 13, 1919, he received a license as a Mate on steam vessels on any waters or on any rivers. Discharged July 17, 1919.

ALBERT CLARENCE WRIGHT, born at South Acton, Mass., Feb. 22, 1888. Son of Olin L. and Mary Wright.

Entered service from Ipswich Aug. 13, 1918, and was sent to Fort Slocum and later to Camp McClellan.

Served with Headquarters Co., 35th F. A., 12th Division, and was honorably discharged at Camp Devens, Feb. 3, 1919.

...In Memoriam...

RODNEY C. BAMFORD
Co. B, 345th Bat., 311th Tank Corps
Died September 28, 1918, at The Argonne Forest

FRANK A. BARNEY
Co. H, 8th Mass. Inf.
Died July 24, 1918, at Salem Hospital

PAUL CHAPUT
U. S. Navy
Died September 30, 1918, torpedoed on the U. S. S. Ticonderoga

JAMES CLARK
Co. D, 310th Inf., 78th Div.
Died September 18, 1918, in the St. Mihiel Drive

JAMES F. DOLAN
U. S. Navy
Died January 13, 1917, at Pensacola, Florida

ARTHUR DRAPEAU
Bat. E, Supply Co., 101st F. A.
Died December 22, 1917, at the Long Island Hospital

SAMUEL A. KILBORN
U. S. C. G.
Died February 22, 1919, at Ipswich

JOHN M. LUCZKO
5th Ammunition Train
Died March 1918, at Houston, Texas

...In Memoriam...

JOSEPH L. MARTEL

U. S. Navy

Died September 30, 1918, torpedoed on the U. S. S. Ticonderoga

JOSEPH H. MURRAY

Co. L, 39th Inf., 4th Div.

Died August 8, 1918, at Chateau Thierry

RUSSELL S. MURRAY

Headquarters Co., 101st Eng.

Died September 20, 1918, in the St. Mihiel Drive

MICHAEL OLEHOVIK

Co. K, 38th Inf.

Died November 3, 1919, in France

ANGEL PAPPAS

Co. A, 38th Inf.

Died June 4, 1918, in France

CHESTER SCAHILL

Co. H, 104th Inf., 26th Div.

Died September 5, 1918, at St. Dizier, France

FRANCIS A. WOOD

99th Squadron, British Independent Air Force

Died September 13, 1918, in France

THE RECORD OF THE MEN OF APPLETON FARMS

The work of the compiler is in a class by itself. It is not his place to make comments, draw conclusions, nor point out "glittering generalities." His concern is to see that his material is properly classified and that it bears evidence of a strict regard for the truth and accuracy of all that he brings together. When this is done he considers his work completed, and is usually satisfied when this is accomplished.

But in this particular instance there is something so unusual and out of the ordinary, rather, that is so exceptional, and so grand and noble in its historical bearing, that the compiler will be forgiven if he essays to go beyond the ordinary limits of his work. And that is to make a simple comment concerning the record of a single family in connection with the great World War—the record of the descendants of General James Appleton, who was born in this town in 1785, and of which family our esteemed fellow townsman, Francis R. Appleton, is at present the nominal head.

If you will go over these records, you will find that no fewer than twenty-two—more than a score of those directly related to him—took part in this great struggle for democracy. What a glorious record! Does anyone question the sincerity of such patriotism? Can it be exceeded anywhere? We take a just pride in their work; but a deeper satisfaction in the noble spirit that prompted such conduct, and in the exalted place they have won in the annals of this town.

This is the result of no spasmodic impulse. No fleeting enthusiasm or temporary excitement held any place here. Such would not be true to the traditions of this family, which has been associated with the history of Ipswich for

nearly three hundred years, and has taken an active part in all our struggles for human liberty. But why comment further. What they have helped to accomplish is known by all and will endure to the last.

We should be ungrateful indeed if we failed to mention the supreme sacrifice made by the one who is truly, and in a double sense, still on the "other side." His work was nobly done, and his spirit is still marching on. His kindly, personal interest in the people and the affairs of this town, even to the last, will not fail of a grateful appreciation, but will remain with us always as a sacred memory. To Francis Appleton Wood the Father has said "well done," and has welcomed him home.

JOSEPH H. HORTON.

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SERVICE RECORD OF THE MEN OF APPLETON FARMS

CHARLES L. APPLETON. See previous record.

FRANCIS R. A. APPLETON, JR. See previous record.

JAMES W. APPLETON, JR. See previous record.

CHARLES SUMNER BIRD, JR., son of Charles Sumner Bird and Anna Child Bird. Born September 29, 1884. Harvard, A. B. 1906. Married, November 10, 1917, Julia Appleton, second daughter of Randolph Morgan and Helen Mixter Appleton.

Attended Officers' Training Camp (New England Division) at Plattsburg Barracks, N. Y., May 12 to August 15, 1917. Commissioned Captain of Field Artillery Officers' Reserve Corps, August 15, 1917. Ordered to duty at Camp Devens, Mass. Assigned to the 303rd Field Artillery and placed in command of the Supply Company, August 27, 1917. Sailed overseas July 8, 1918, with the 151st Field Artillery Brigade, which had formerly been a part of the 76th (Replacement) Division. Trained at Souges and Aubieres, France, until November, 1918. In action just prior to the armistice in the sector near Verdun, the 303rd Regiment being equipped with 155 mm. G. P. F. guns. After the armistice the 101st Field Artillery Brigade was attached to IX Corps, with headquarters at St. Mihiel. Detached from 303rd Field Artillery Regiment in March, 1918, on its return to the United States, and discharged in Liverpool, April, 1918.

LEWIS LE BOURGEOIS CHAPIN, son of Robert W. Chapin and Adele Le Bourgeois Chapin. Born December 6, 1884. Married, January 7, 1910, Julia Appleton Tuckerman, second daughter of Charles Saunders and Ruth Appleton Tuckerman. Yale, A. B. 1905.

September 2, 1918, commissioned 2nd Lieutenant Motor Transport Corps. September 24 to December 2, 1918, in training in Training Brigade, Motor Transport Corps, Motor Company No. 1, at Camp Joseph E. Johnston, Jacksonville, Florida. Discharged December 2, 1918.

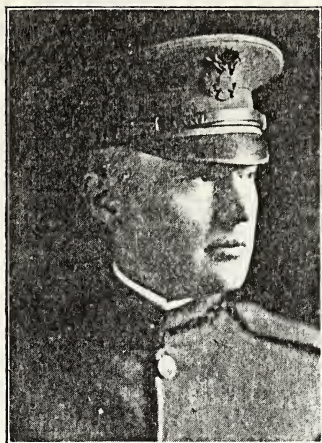
EVANS DICK, JR., son of Evans Rogers Dick, Jr., and Elizabeth Tatham Dick. Born December 17, 1888. Married, July 22, 1911, Joan Tuckerman, daughter of Bayard and Annie Smith Tuckerman.

Commissioned Ensign in U. S. Naval Reserve, May 19, 1917. Resigned and re-commissioned in the U. S. Navy as Ensign September 15, 1917. Promoted to Lieutenant (junior grade) June 16, 1918. Promoted to Lieutenant U. S. N. September 21, 1918. In command U. S. S. C. 36 from January 16, 1918, until June 7, 1919. Sailed for foreign waters April 25, 1918. On duty in English Channel. In command Division 4, later Unit 4 U. S. Submarine Chasers. On active service English Channel, West Coast France, Lands End and Bristol Channel, May, 1918, until armistice, November 11, 1918.

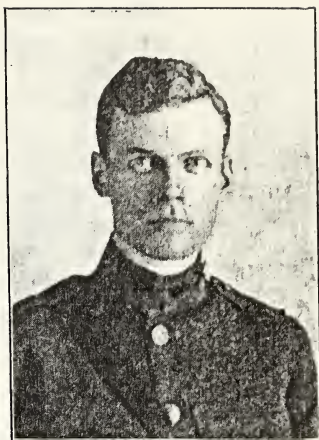
Met H. E. G. N. S. U-53 with unit under his command, U. S. S. Parker in support, on September 4, 1918, about 400 miles west (true) from Ushant. Chased and damaged said U-53, causing enemy to return to base in Germany without completing her tour of duty. U-53 unable to resume active operations before the signing of armistice terms, and turned over to the Allies according to terms of the armistice still in damaged condition. Sailed for home, leaving Plymouth, England, February, 1919, visiting Brest, France; Lisbon, Portugal; Azores, Bermuda, Charleston, S. C., New York, N. Y., and Boston, Mass. Resigned commission in U. S. Navy, June 7, 1919. Awarded Navy Cross but award held up pending investigation by Committee of Congress and findings of said committee, as yet not published.

WILLIAM McINTIRE ELKINS, son of George W. Elkins and Stella McIntire Elkins. Born September 3, 1882. Harvard, A. B. 1905. Married, June 10, 1905, Elizabeth Wolcott Tuckerman, eldest daughter of Bayard and Annie Smith Tuckerman.

Commissioned Lieutenant (junior grade) U. S. Naval Reserve Force, July 1, 1917, and assigned to duty at Washington, D. C., in the office of Naval Intelligence. Promoted Lieutenant June 24, 1918. Discharged December 15, 1918.



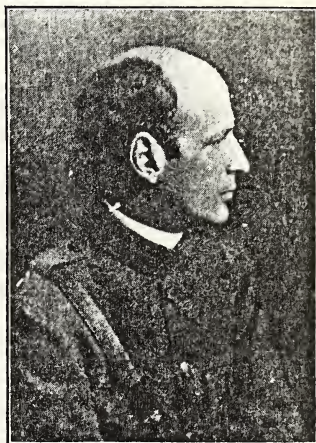
CHARLES S. BIRD JR.



WILLIAM G. WENDELL



FRANCIS A. WOOD



WILLIAM L. WOOD

CLARENCE LEONARD HAY, son of John Hay and Clara Stone Hay. Born December, 1884. Harvard, A. B. 1908. Married, August 5, 1914, Alice Appleton, second daughter of Francis Randall and Fanny Lanier Appleton.

Served from the outbreak of the War until August, 1917, as an assistant in the section of the New York Police Department charged with combating German activities, and in the New York office of the Military Intelligence Division of the War Department. Commissioned Second Lieutenant of Infantry, National Army, August 5, 1917. Assigned to duty in Washington, D. C., April, 1918, and after six weeks ordered to duty at the American Embassy, Mexico City, as assistant military attaché. Promoted First Lieutenant of Infantry July 26, 1918. Discharged at Washington, D. C., February 8, 1919.

LYDIG HOYT, son of Gerald Livingston Hoyt and Mary Appleton Hoyt. Born December 27, 1883. Yale, A. B. 1906. Married, June 3, 1914, Julia Robbins.

Attended Officers Training Camp at Plattsburg Barracks, N. Y., May 12 to August 15, 1917. Commissioned Second Lieutenant of Field Artillery, National Army, August 15, 1917. Ordered to duty at Camp Upton, N. Y. Assigned to the 305th Field Artillery and on duty with that regiment September 1, 1917, to May, 1918. Promoted First Lieutenant January, 1918. Sailed overseas May 10, 1918, on U. S. S. *Wilhelmina*. Trained with regiment at Camp de Souge, near Bordeaux; detailed as balloon observer and trained as such for two weeks, when detached by order of G. H. Q. for duty as liaison officer. Attached to staff of Commanding General (French) 10th Region, with headquarters at Orleans, June 17, 1918. July 18 transferred to staff of 38th Army Corps (French) with headquarters at Vieils Maisons near Chateau Thierry. Served with that corps and with I and III American Corps, through the second battle of the Marne. Transferred to Headquarters 1st American Army August 20, and on duty with operations section (G-3) of their staff until November 4, 1918. Transferred that date to Headquarters, Group of Armies of the East (French), but the armistice intervening, did not report there for



SAMUEL A. WELDON



ALFRED V. KIDDER



LYDIG HOYT



JOHN COTTON SMITH

duty. After serving as attache to the American Peace Conference from December, 1918, to February, 1919, returned home on U. S. S. DeKalb early in March, 1919, and was discharged March 13, 1919.

ALFRED VINCENT KIDDER, son of Alfred Kidder and Kate Dalliba Kidder. Born October 29, 1885. Harvard, A. B. 1908, Ph. D. 1913. Married, September 6, 1910, Madeleine Appleton, eldest daughter of Randolph Morgan and Helen Mixer Appleton.

Attended Second Officers' Training Camp at the Presidio, San Francisco, California, August 25 to November 27, 1917. Commissioned First Lieutenant of Infantry, Officers Reserve Corps, November 27, 1917. Assigned to 91st Division, Camp Lewis, American Lake, Washington; reported for duty December 15, 1917. Served with 364th Infantry and at Divisional School of Intelligence until April 1, 1918, when appointed aide-de-camp to Brigadier General F. S. Foltz, commanding 182nd Infantry Brigade. Sailed for France June 28, 1918, on S. S. Cretic. Trained with 91st Division in Chaumont area. August 29, 1918, was relieved as aide and assigned to Divisional Intelligence Office as assistant G-2. Present with the Division in St. Mihiel, Meuse-Argonne and Ypres-Lys (Belgium) offensives; at St. Mihiel was observer with the French 2nd Colonial Army Corps. Promoted Captain Infantry, October 27, 1918. Sailed for the United States April 6, 1919, on S. S. Calamares. Discharged April 19, 1919. Received the Cross of the Legion of Honor (Chevalier) from the French Government, June 4, 1919.

JOHN STANLEY PARKER, son of Francis S. Parker and Harriet A. Parker. Born January 15, 1890. Harvard, A. B. 1913. Married, October 3, 1914, Violet Otis Thayer, daughter of Rev. William Greenough and Violet Otis Thayer. Enlisted in U. S. Naval Reserve Force March 22, 1918. Served on U. S. S. Calhoun from June 10, 1918, to April 22, 1919. Commissioned Ensign, December 24, 1918. Placed on inactive duty April 22, 1919.

GEORGE BROWNE POST, JR., son of George B. Post and



BAYARD TUCKERMAN JR.



CLARENCE L. HAY

Julia Smith Post. Born February 3, 1890. Harvard, 1907-1911. Married, 1916, Irene Langhorne Gibson.

Attended Enlisted Men's Artillery School at Fort Myer, Va., in August, 1917. Transferred as a cadet to the Aviation School at San Antonio, Texas, November, 1918. Commissioned Second Lieutenant Signal Corps, February 1, 1918. After completing the course at the Aviation School in Atlanta, Georgia, assigned to the 83rd Aero Squadron stationed at Rantoul, Illinois, as squadron commander. Ordered to duty at Langley Field, Hampton, Virginia, and later ordered on detached service to Brindley Field, Commack, L. I., N. Y., and assigned as Post Adjutant. Discharged December 10, 1918.

JOHN COTTON SMITH, son of Rev. Roland Cotton Smith and Margaret Otis Smith. Born July 16, 1887. Married Isabel Townsend Labouisse, November 29, 1917.

Attended Second Officers' Training Camp at Fort Myer, Virginia, August 27 to November 27, 1917. Commissioned Second Lieutenant of Infantry, National Army, November 27, 1917. Sailed overseas August 6, 1918, with 331st Provisional Company of Infantry Replacement Troops. Duty in the A. E. F. as automatic rifle officer, 2nd Battalion, 331st Infantry, 83rd (Replacement) Division. Returned to the United States January 16, 1919, sailing from Brest on S. S. Caronia, with 331st Infantry. Discharged at Camp Upton, N. Y., February 3, 1919.

BAYARD TUCKERMAN, JR., son of Bayard Tuckerman and Annie Smith Tuckerman. Born April 19, 1889. Harvard, 1909-1911. Married, June 20, 1916, Phyllis Sears.

Attended First Training Regiment, Officers' Training Camp at Plattsburg Barracks in August, 1915. Attended First Officers' Training Camp at Plattsburg Barracks, May 12 to August 15, 1917, and Second Officers' Training Camp at the same place from August 27 to November 27, 1917. Commissioned Second Lieutenant of Infantry, National Army, November 27, 1917. Transferred to Q. M. C. and assigned to the Remount Division.

Sailed overseas on U. S. S. Van Steuben, June 25, 1917. While with the A. E. F. on duty as Assistant Remount Officer, advanced section S. O. S.; as Assistant Remount Officer First Army; as Assistant Remount Officer 1st Corps; as Remount Officer 77th Division. Promoted First Lieutenant in September, 1919. Returned to the United States on S. S. Canopic, arriving February 20, 1919. Discharged February 25, 1919.

REV. WILLIAM GREENOUGH THAYER, son of Robert Hillyer Thayer and Hannah Appleton Thayer. Born December 24, 1863. Amherst, A. B. 1885; Columbia, A. M. 1906; Amherst, D. D. 1907. Married, June 1, 1891, Violet Otis. Commissioned Chaplain 13th Infantry, Massachusetts State Guard, January 1918, with rank of Captain. Discharged January, 1919.

JAMES APPLETON THAYER, third son of Rev. William Greenough Thayer and Violet Otis Thayer. Born May 20, 1899. Student at Amherst in the Class of 1921. Attended Students Army Training Camp there October, 1918. Ordered to Central Officers Training School at Camp Lee, Virginia, November 10, 1918. After completing the three months course received a commission as Second Lieutenant of Infantry in the Officers Reserve Corps and was discharged February 15, 1919.

SIGOURNEY THAYER, second son of William Greenough Thayer and Violet Otis Thayer. Born March 24, 1896. Amherst, A. B. 1918.

Enlisted in Massachusetts Volunteer Militia 1916, and served in Battery A, First Field Artillery. Transferred to study aviation at Institute of Technology, June, 1917. Sent to Mt. Clemens, Michigan, then to Aviation Camp at Lake Charles, La., for training, and then to Mineola, where he received his commission as 1st Lieutenant U. S. Air Service, November, 1917.

Sailed overseas from New York, March 3, 1918, on S. S. Leviathan. Trained in France at the flying school at Issoudin. Went to the front and served as a pilot from June 7 until the armistice, with the 12th Aero Squadron, 1st Observation Group, as follows: June 7 to 30 Bacca-

rat sector, Alsace, with the 42nd and 77th Divisions; June 30 to mid-August, Chateau Thierry; September, St. Mihiel; September-October, Meuse-Argonne offensive. Flight Commander in the 12th Aero Squadron. In the middle of October was transferred to the 95th Aero Squadron, which was a pursuit squadron. Served as a pilot in this from October 15 to November 11, 1918. Received a citation from the First Army (U. S.), dated September 13, 1918: "For gallantry in action near St. Mihiel, France, 13 September, 1918, while on a reconnaissance."

WILLIAM GREENOUGH THAYER, JR., eldest son of Rev. William Greenough Thayer and Violet Otis Thayer. Born June 18, 1893. Amherst, A. B. 1915.

Attended Officers Training Camp (New England Division) at Plattsburg Barracks, New York, May 12 to August 15, 1917. August 15, 1917, commissioned Second Lieutenant of Infantry, Officers Reserve Corps, and ordered to duty at Camp Devens, Mass. Assigned to 151st Depot Brigade. Later detailed as instructor in Officers Training School, January, February and March, 1918. Sailed overseas July, 1918, on S. S. Durham Castle, from Halifax. Assigned to the 301st Infantry of the 76th (Replacement) Division. December 1, 1918, to March 1, 1919, on duty with Prisoner of War Escort Company at Verneuil. Assigned to French University at Montpellier, March 1 to July 1, 1919. Discharged in France July 15, 1919.

WILLIAM GREENOUGH WENDELL, son of Barrett Wendell and Edith Greenough Wendell. Born November 11, 1888. Harvard, A. B. 1909. Married, October 7, 1914, Ruth Appleton, eldest daughter of Francis Randall and Fanny Lanier Appleton.

September 16, 1918, accepted a commission as First Lieutenant of Infantry U. S. Army, the commission being dated August 16, 1918. Assigned to duty with the Service of Supply in the Section (Intelligence) of the General Staff, with a station in Paris. Engaged entirely in counter-espionage work. After November 11, 1918, the

date of the armistice, relieved from duty with G-2 and detailed as assistant to Mr. J. C. Grew, Secretary of the American Commission to negotiate peace. On duty with Mr. Grew until the date of discharge, January 6, 1919.

SAMUEL ALFRED WELLDON, son of John William Well-don and Janet Hume (Turnbull) Welldon. Born Sep-tember 28, 1882. Harvard, A. B. 1904, LL. B. 1918. Married, September 16, 1911, Julia Marion Hoyt, daugh-ter of Gerald Livingston and Mary Appleton Hoyt.

Attended Second Training Camp at Plattsburg Bar-racks, August 25 to November 27, 1917. Commissioned Captain of Field Artillery, Officers Reserve Corps, No-vember 27, 1917. Served as Captain 308th Field Artil-tery, Camp Dix, N. J., at Fort Sill, Okla., and in the American Expeditionary Forces. Sailed from New York overseas on R. M. S. Cedric, May 30, 1918, returning on U. S. S. Huron, arriving at Newport News September 2, 1918. Promoted Major Field Artillery, U. S. A., with rank from July 30, 1918. Commanded Yale Unit, Stu-dents Army Training Corps, New Haven, Conn., Septem-ber 15, 1918, to date of discharge, December 20, 1918.

FRANCIS APPLETON WOOD, youngest son of Chalmers Wood and Ellen Appleton Smith Wood. Born at Briar Hill, Ipswich, Mass., June 2, 1894. Columbia, A. B. 1916. Killed in action September 13, 1918.

Educated first at the Cutler School in New York City and afterwards at St. Mark's School, Southboro, Mass., from which school he graduated in June, 1912. He entered Columbia University the following autumn, and was graduated from there in February, 1916.

In February, 1916, he enlisted as a private in Com-pany K of the 7th Regiment of the New York National Guard, and in June of that year went with that regiment to the Mexican border, where he served until March, 1917. While in service on the Mexican border with the Seventh Regiment, he was promoted Second Lieutenant of Infan-try and assigned to the 69th Regiment, N. G. N. Y., and returned with it to the City of New York. In July, 1917, he resigned his commission in the National Guard in order

to become an aviator in the United States Army. Having been transferred to that branch of the service he was sent to the Massachusetts Institute of Technology in September of that year for ground training, and while there was appointed Right Wing Commander, the highest position attainable by a student in aviation at that Training School. Upon his graduation therefrom in October, 1917, he was sent, with a few of the highest in his class, to take the British aviation course at Camp Desoronto and Borden, in Canada, and afterwards to Fort Worth and then to Camp Hicks, Texas, where he was still under British instructors, though in the United States Army. In January, 1918, he received his commission as Second Lieutenant in the United States Army Air Service, and in February of that year sailed for England. After his arrival there he was sent to several English training camps for special training as an Aviation Pilot, and received a certificate stating that his qualifications for that position were "far above the average pilot." In August, 1918, he went to the front as a member of the 99th Squadron of the British Independent Air Force, to which, as appears from a letter of its chaplain, only the pick of the American Air Service were assigned. While serving with this squadron he volunteered to help his own countrymen as a daylight bomber in the St. Mihiel drive of September 12, 1918. He made several successful raids during that offensive, but on September 13, 1918, both he and his observer were shot and instantly killed by German anti-aircraft guns, while flying over Joucy aux Arches, in Lorraine.

He was buried by the Germans in the garrison cemetery at Metz, in Lorraine, who placed at the head of his grave a white wooden cross with the inscription in German, "He died a hero's death fighting for his country." Later, he was removed to the American Military Cemetery at Thiécourt, France, where he now lies.

WILLIAM LAWRENCE WOOD, third son of Chalmers and Ellen Appleton Wood. Born January 10, 1887. Columbia, A. B. 1908; Episcopal Theological School,

Cambridge, B. D. 1913. Married, April 10, 1915, Laura Cass Canfield.

August 5, 1917, appointed Red Cross Chaplain at Base Hospital No. 1. February 25, 1918, sailed overseas on S. S. Olympic for Liverpool, England. August 20, 1918, appointed Red Cross Chaplain of Mobile Hospital No. 2. October 10, 1918, received commission as Chaplain U. S. Army with rank of First Lieutenant, and continued on duty with Mobile Hospital No. 2. February 10, 1919, returned to the United States on S. S. Agamemnon. Discharged February 18, 1919.

THE IPSWICH HISTORICAL SOCIETY.

The adjourned Annual Meeting of the Ipswich Historical Society was held on Monday, January 5, 1919. The officers were elected as follows:

Honorary President—FRANK R. APPLETON.

Acting President—JOSEPH I. HORTON.

Vice-President—JAMES H. PROCTOR.

Secretary—MRS. T. F. WATERS.

Treasurer—CHARLES M. KELLY.

Directors—PROF. ARTHUR W. DORR, JAMES S. ROBINSON,
MISS SARAH E. LAKEMAN.

REPORT OF THE ACTING PRESIDENT

The condition of this Society at the present time shows some very unusual extremes. Financially, as may be seen from the Treasurer's report, we are extremely prosperous. Expenditures have been slight; interest from our investments has accumulated; and the balance to our credit is larger than ever before. In the matter of visitors, though there may seem to be a little falling off in numbers, partly owing to the earlier date of this writing, we have been greatly honored in the presence of the Rev. Mr. Patten, of the First Church, Ipswich, England. In addition to a pleasing personality, he brought the cordial greetings of his church, the city government, and of Sir Richard Goddard, the donor of the old clock in the chapel of the First Church. He showed a keen interest in our ancient landmarks, and was especially delighted with his visit to the home of Mr. Francis R. Appleton. Our exchanges and donations, perhaps, have been on a parity with those of other years. But in leadership, in the power of initiative, in influence, and in hope for the future, we are poor indeed.

Our leader, the life and soul of this association, is gone. Our assembling together at this season emphasizes and deepens that sense of loss, and brings to us a new realization of the unusual capabilities and the true worth of the man who, on former occasions, stood in this place and showed us the vision.

Yes, our leader is gone. But for his sake, and the sake of the things he loved and for which he strove so successfully, let us not despair. Let us take increased devotion from his example and endeavor to carry out the work along the lines which he laid down. What those lines are, we shall presently discover.

As it is with individuals, so it is with societies. Both need the stimulus and spur of an exalted ideal; some distinct purpose, some definite goal, for which and towards which we are willing to strive unremittingly if only the end be accomplished. This is the source and cause of all success and true greatness, and no man knew this better than did Mr. Waters. No man ever employed it to better advantage.

In writing this report it has been my first care to keep any suggestions or wandering thoughts of my own completely in

the background, and to present such purposes and desires as were entertained by our late President in reference to the development and constructive work of the Society. In this particular his wishes were most pronounced and outspoken.

Let me repeat a few of his latest utterances, as expressed in his reports. In the last report that he read to this Society, to be found in the pamphlet entitled "Plum Island," 1918, he says this:

"For many years our Historical Society has felt the need of a fire-proof building which would afford a safe place of deposit for the collections, allow room for the expansion of our museum, and provide a hall for our meetings and for many public uses. By its architecture, its tablets, its portraits, we plan that the hall shall be disinctively a memorial of the great events in the Town's history and of the good and great men and women whose names are held in honored remembrance."

Again in the "John Whipple House," 1915, he writes:

"It dares to cherish the dream of a substantial, fire-proof building, to be erected on the land already owned, which would serve many useful purposes. Primarily it would be a memorial building, affording the means of perpetuating and honoring the names of the noble founders of the Town, and those who have won renown for themselves and for the place of their birth in many generations." No outward and visible memorial of the Ipswich Resistance of the Andros government, the proudest event in its history, has yet been raised. A Hall of Fame in this building would provide the place for enduring tablets of bronze. Here again he would provide for the systematic arrangement of a museum; an opportunity for the proper display of the pre-historic remains of the Indians; the weapons, tools, and garments of the olden times; a room for lectures and meetings; and, lastly, this venerable dwelling, furnished throughout after the manner of a Puritan home."

"Such a building," he says, "would be second only to our Public Library as an educational influence. As a grateful recognition of the noble past, an inspiration to just civic pride and high citizenship, it would be unique, impressive, and of far-reaching value."

Again, in "Ipswich Village and the Old Rowley Road," 1914, he makes a stirring appeal for funds, not only for a fire-proof memorial building, but for the establishment of a permanent endowment, the income from which should help defray the expenses of the Society. And he makes suggestions as to the methods by which this may be accomplished. And so, running back through the reports of 1909, 1907, 1902, 1901, especially, we still find him persistently urging the need of a fire-proof building for the purposes set forth in his many appeals. To his mind, then, this was the one greatest need of the Society, and no one ever doubted his breadth of view nor questioned the correctness of his judgment.

Industrial conditions, together with insufficient funds, may make it inexpedient to launch such an enterprise just at present, but may the hope that sustained and encouraged him through all

the years in which he so patiently and successfully wrought, some day be realized. May the dream which was his continual inspiration become, through us, at last an accomplished fact.

And when that "fire-proof memorial building" shall stand in its place yonder, beautiful, complete, and of the type that fadeth not away, may his name, its founder and first president, be inscribed above its portals as an evidence and a fitting testimonial of the esteem and affectionate regard in which he was held by all who knew him. May its Hall of Fame give him an honored place among those worthy men and women whose struggles and sacrifices and successes he has so faithfully recorded, and whose memory he wished so much to perpetuate.

While all this is fitting and proper, it will not be powerful enough to meet the exigencies of the times. The great changes that are taking place in the political, industrial and social life of the town, as well as of the whole country and the world itself, imperatively demand that we not only venerate the fathers, but that we emulate their example as well. The heritage they left us to enjoy should be ours to protect and defend. We all need to take the Athenian's oath, if we wish to enjoy for ourselves or to transmit to coming generations those institutions and principles of free government which the fathers established. We must "fall in line and carry on." And so our Society—and every Historical Society throughout the country—occupies a larger field of usefulness than ever before. Our activities must be vitalized to meet present-day needs. Its work must be real and earnest; we must teach by example as well as by precept, if we wish to make our Society a vital influence in this community. Let there be the largest measure and spirit of co-operation among our membership to make our Society a strong and telling influence both here and abroad. Let us start a campaign of improvement, that our town may become sweet and clean and beautiful, as God certainly intended it should be. I have some suggestions to offer, but I wish to hear yours first.

The material for other publications has been gathered and will be made ready for the press as soon as the proper committee makes a decision.

THE REPORT OF THE TREASURER, 1919

T. F. Waters, in account with the Ipswich Historical Society for
the year ending December 1, 1920.

DR.

To Annual Dues from Members	\$	485	00
To Life Membership Dues		100	00
To Sales of Books		22	47
To Gift from a Member		20	00
Whipple House:			
Door fees, books, etc.	\$	100	00
Annual supper		72	68
		<u>172</u>	<u>68</u>
To Interest on Bonds		64	81
		<u>864</u>	<u>96</u>
To Cash in Treasury, December 1, 1918		325	07
		<u>1,190</u>	<u>03</u>

CR.

By Salary of President	\$	300	00
Printing, envelopes and postage		80	84
Carried to Building Fund		164	81
Insurance		32	20
Whipple House:			
Fuel	\$	71	55
Water		11	00
Repairs		118	72
		<u>201</u>	<u>27</u>
Incidentals		25	70
		<u>804</u>	<u>82</u>
Cash in Treasury, December 1, 1919		385	21
		<u>1,190</u>	<u>03</u>

THE MEMORIAL BUILDING FUND

Deposit in Ipswich Savings Bank, with interest to July, 1919	\$ 1,158 96
Gift of Mrs. Alice Cogswell Bemis, \$10,000, with accrued interest. Invested as follows:	
U. S. Liberty Loan $4\frac{1}{4}\%$ Bonds	3,050 00
Institution for Savings, Newburyport	371 65
Newburyport Five Cents Savings Bank, Newburyport	1,130 39
Danvers Savings Bank, Danvers	1,135 71
Woburn Five Cents Savings Bank, Woburn	1,119 69
Warren Five Cents Savings Bank, Peabody	1,090 00
Salem Five Cents Savings Bank, Salem	1,090 00
Provident Inst. for Savings, Amesbury	1,090 00
Andover Savings Bank, Andover	1,090 00
	<hr/>
	\$ 12,326 40

MEMBERS

LIFE MEMBERS

William Sumner Appleton	Boston, Mass.
Albert Farwell Bemis	Brookline, Mass.
Ogden Codman	New York, N. Y.
Richard T. Crane, Jr.	Chicago, Ill.
Mrs. Richard T. Crane, Jr.	Chicago, Ill.
Cornelius Crane	Chicago, Ill.
Florence Crane	Chicago, Ill.
Mrs. Alice R. Hartshorn	Taunton, Mass.
Benjamin Kimball	Boston, Mass.
Mrs. Lora A. Littlefield	Brookline, Mass.
Miss Katherine Loring	Pride's Crossing, Mass.
Mrs. William C. Loring	Boston, Mass.
William G. Low	Brooklyn, N. Y.
Mrs. Marietta K. Martin	Ipswich, Mass.
Nathan Matthews	Boston, Mass.
George Prescott	Rowley, Mass.
James H. Proctor	Ipswich, Mass.
Thomas E. Proctor	Topsfield, Mass.
Charles G. Rice	Ipswich, Mass.
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John E. Searle	Boston, Mass.
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Mrs. Julia Appleton Spring	Boston, Mass.
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Mrs. Ella C. Taylor	Boston, Mass.
Mrs. Harold D. Walker	Boston, Mass.
Mrs. Adaline M. Waters	Ipswich, Mass.
Sherman L. Whipple	Brookline, Mass.

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Randolph M. Appleton	Ralph W. Burnham
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Mrs. Elizabeth H. Baker	Mrs. Genevieve Campbell
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G. Adrian Barker	Mrs. Mary A. Clark
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Mrs. Kate S. Barnard	Philip E. Clarke
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 Mrs. Carrie Damon
 Mrs. Ellen C. Damon
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 Miss C. Bertha Dobson
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 Mrs. Joseph Increase Horton
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 Charles M. Kelly
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 Mrs. Lucretia S. Lord
 Miss Lucy Slade Lord
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 Mrs. Mary B. Maine
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 Mrs. Herbert W. Mason
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 Miss Eleanor Moulton
 Miss Abby L. Newman
 John W. Nourse
 Mrs. Harriet E. Nourse
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 Mrs. Robert B. Parker
 Miss Charlotte E. Parker
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 Mrs. Herbert W. Phillips
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 Mrs. Miriam W. Titcomb
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 Luther Wait
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 Mrs. E. H. Welch
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 Miss Eva Adams Willecomb

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Wm. Franklin Barrett	Chicago, Ill.
Mrs. Wm. Franklin Barrett	Chicago, Ill.
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Mrs. Henry N. Berry	Lynn, Mass.
Miss E. D. Boardman	Boston, Mass.
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James F. Butler	Medford, Mass.
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Miss Gertrude Carlton	Rowley, Mass.
Mrs. Fannie E. Carter	Louoke, Ark.
Mrs. Ruth Lambert Cheney	Rowley, Mass.
Ralph P. Cheever	Dedham, Mass.
Mrs. Ralph P. Cheever	Dedham, Mass.
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John V. Dittmore	Boston, Mass.
Mrs. Joseph D. Dodge	Lynn, Mass.
Robert G. Dodge	Boston, Mass.
Mrs. Robert G. Dodge	Boston, Mass.
Mrs. Sarah E. Dodge	Rowley, Mass.
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William W. Emerson	Haverhill, Mass.
Mrs. W. W. Emerson	Haverhill, Mass.
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Mrs. Joseph K. Farley	Koloa, Kauai, Hawaiian Is.
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Mrs. Pauline S. Fenno	Rowley, Mass.
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William E. Gould	Brookline, Mass.
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Mrs. Clarence L. Hay	Newbury, N. H.
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Mrs. William R. Howe	Orange, N. J.
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Mrs. Mary Hoyt	New York, N. Y.
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Mrs. Caroline Le Baron	Panama City, Fla.
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George R. Lord	Salem, Mass.
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Miss Elizabeth M. R. Magoffin	St. Paul, Minn.
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Mrs. Sarah L. Marsh	Lynn, Mass.
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Clarence T. Moorar	Roxbury, Mass.
Benjamin P. P. Mosely	Boston, Mass.
Mrs. Benjamin P. P. Mosely	Boston, Mass.
Miss Mary H. Northend	Salem, Mass.
Dr. Robert B. Osgood	Boston, Mass.
Moritz B. H. Philipp	New York, N. Y.
Mrs. Julia B. Post	New York, N. Y.
Mrs. Alice F. Potter	Columbus, Ohio
Dr. Edward Quintard	New York, N. Y.
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A. Davidson Remick	Boston, Mass.
Charles F. Rogers	New York, N. Y.
Derby Rogers	New Canaan, Conn.

Miss Susan S. Rogers	Boston, Mass.
Mrs. Albert G. Ropes	New York, N. Y.
Francis Rogers	New York, N. Y.
Mrs. Cornelia B. Rogers	New York, N. Y.
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Mrs. Caroline P. Smith	Brookline, Mass.
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Theo W. Smith	Boston, Mass.
Mrs. Theo. W. Smith	Boston, Mass.
Charles Sprague	Brookline, Mass.
Harry C. Spiller	Boston, Mass.
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Dr. E. W. Taylor	Boston, Mass.
Mrs. Arthur P. Tenney	Haverhill, Mass.
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Mrs. Fannie C. B. Trussell	Hamilton, Mass.
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Mrs. Annie Tuckerman	New York, N. Y.
Mrs. Ruth A. Tuckerman	Boston, Mass.
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Harry W. Tyler	Boston, Mass.
Dr. Herman F. Vickery	Brookline, Mass.
Mrs. Herman F. Vickery	Brookline, Mass.
Langdon Warner	New York, N. Y.
Roger Sherman Warner	Boston, Mass.
George P. Waters	Fall River, Mass.
Mrs. Charles W. Whipple	New York, N. Y.
Henry W. Whipple	Hackettstown, N. J.
Mrs. Henry W. Whipple	Hackettstown, N. J.
T. H. Bailey Whipple	East Pittsburg, Pa.
Marcus M. Whipple	Dorchester, Mass.
Frank J. Wilder	Boston, Mass.
Wallace Wollett	East Orange, N. J.
Mrs. Rosamund W. Willett	East Orange, N. J.
Egerton L. Winthrop, Jr.	New York, N. Y.
Frederick Winthrop	Boston, Mass.
Thomas Lindall Winthrop	Boston, Mass.
Chalmers Wood	New York, N. Y.
Chalmers Wood, Jr.	New York, N. Y.
Chester P. Woodbury	Boston, Mass.
Joseph F. Woods	Boston, Mass.
Isaac Rand Thomas	Boston, Mass.
Mrs. Isaac Rand Thomas	Boston, Mass.

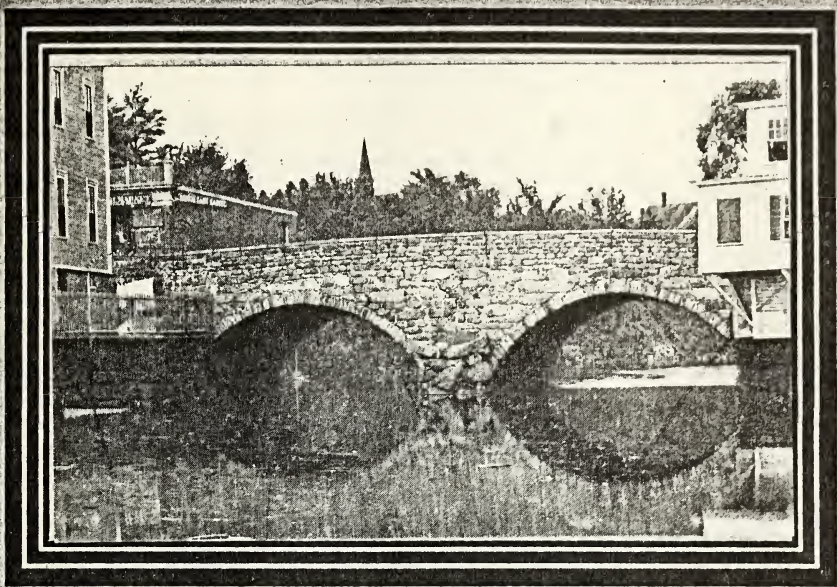
HONORARY MEMBERS

John Albee, Jr.	Swampscott, Mass.
Frank C. Farley	South Manchester, Conn.
Mrs. Katherine S. Farley	South Manchester, Conn.
Reginald Foster	Boston, Mass.
Miss Alice A. Gray	Sauquoit, N. Y.
Miss Emily R. Gray	Sauquoit, N. Y.
Albert Farley Heard, 2nd	Boston, Mass.
Mrs. Otis S. Kimball	Boston, Mass.
Miss Sarah S. Kimball	Salem, Mass.
Henry S. Manning	New York, N. Y.
Mrs. Mary W. Manning	New York, N. Y.
Miss Esther Parmenter	Chicopee, Mass.
Denison R. Slade	Brookline, Mass.
Joseph Spiller	Boston, Mass.
Miss Ellen M. Stone	East Lexington, Mass.
W. F. Warner	St. Louis, Mo.

PUBLICATIONS OF THE IPSWICH HISTORICAL
SOCIETY

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- I. The Oration by Rev. Washington Choate and the Poem by Rev. Edgar F. Davis, on the 200th Anniversary of the Resistance to the Andros Tax, 1887. Price 25 cts.
- II to VII, inclusive. Out of print.
- VIII. "The Development of our Town Government" and "Common Lands and Commonage," with the Proceedings at the Annual Meeting, 1899. Price 25 cents.
- IX. "A History of the old Argilla Road in Ipswich, Massachusetts," by Thomas Franklin Waters. Price 25 cts.
- X. "The Hotel Cluny of a New England Village," by Sylvester Baxter, and the History of the Ancient House, with Proceedings at the Annual Meeting, 1900. Price 25 cents. (See No. XX.)
- XI. "The Meeting House Green and a Study of Houses and Lands in that Vicinity," with Proceedings at the Annual Meeting, December 2, 1901. Price 25 cents.
- XII. "Thomas Dudley and Simon and Ann Bradstreet." A Study of House-Lots to Determine the Location of Their Homes, and the Exercises at the Dedication of Tablets, July 31, 1902, with Proceedings at the Annual Meeting, December 1, 1902. Price 25 cents.
- XIII. "Fine Thread, Lace and Hosiery in Ipswich," by Jesse Fewkes, and "Ipswich Mills and Factories," by Thomas Franklin Waters, with Proceedings at the Annual Meeting. Price 25 cents.

- XIV. "The Simple Cobler of Aggawam," by Rev. Nathaniel Ward. A reprint of the 4th edition, published in 1647, with fac-simile of title page, preface, and headlines, and the exact text, and an Essay, "Nathaniel Ward and the Simple Cobler," by Thomas Franklin Waters, 116 pp., 75 cents; postage 10 cents. A limited edition, printed on heavy paper, bound in boards, price \$1.50, postage prepaid.
- XV. "The Old Bay Road from Saltonstall's Brook and Samuel Appleton's Farm," and "A Genealogy of the Ipswich Descendants of Samuel Appleton," by Thomas Franklin Waters, with Proceedings at the Annual Meeting. Price 75 cents.
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IPSWICH RIVER

Its Bridges, Wharves
and Industries

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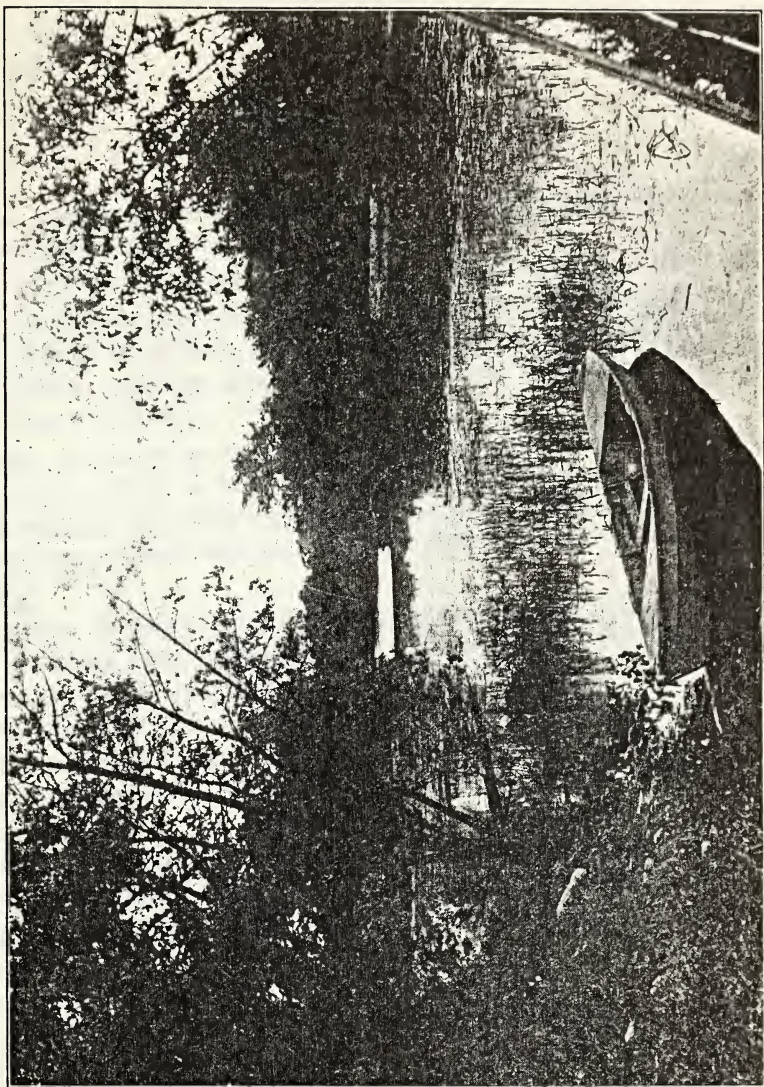
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*PUBLICATIONS OF THE IPSWICH
HISTORICAL SOCIETY
XXIV*

IPSWICH RIVER
Its Bridges, Wharves and Industries

BY
THOMAS FRANKLIN WATERS

Printed for the Society
1923



IPSWICH RIVER

FOREWORD.

The manuscript for this publication was found among Mr. Waters' papers long after he had passed away.

It was given a cursory examination and then returned to its place, as it was uncertain whether he intended it as an integral part of some larger book, or as a complete unit by itself and to be published separately as another number of the Proceedings of the Historical Society.

What his intentions as to its final disposition were we shall never know. But, be that as it may, the manuscript has been read through very carefully, and the conclusion reached that it should have a place with the other contributions from the same author.

It treats in detail of another phase of our community life of the past, and bears evidence of that same painstaking care and thorough search that characterizes all of Mr. Waters' works. It will be a valuable acquisition to our historical literature, and prove an authentic source of information to those who desire first-hand knowledge of the section and of the persons named therein.

With the assurance of its completeness and dependability as to the actual historic facts, we tender the same to the members of the Society and to all others who may be interested.

IPSWICH RIVER

Its Bridges, Wharves and Industries

Our fancy loves to dwell upon the river of Agawam, of the quiet ages before the white men came. It was a larger stream than now, no doubt, for large areas of swamp land have been reclaimed by the hand of man, and lakes and ponds which once swelled its current with their overflow, furnish water for towns and cities. Its banks were heavily wooded, and furnished coverts for wolves and bears, deer and moose and beaver, disturbed only by the Indian hunter with his primitive weapons. Flocks of wild pigeons darkened the air in their annual migrations. Wild geese and ducks found rich feed along its sedgy shores. Speckled trout abounded in its swift, foamy rapids and its deep, dark pools, and shoals of shad and alewife came up from the sea to spawn, in springtime.

As it met the ocean it swelled into the broad tidal river, abounding in great sturgeon and all the lesser fish, and lobsters, clams and oysters. The Indians pitched their summer wigwams along its banks. The solitary canoe of the fisherman or hunter, and the fleets of canoes, bearing war parties thirsting for the blood of their foe, skimmed over its surface.

Today little of its primitive wildness and beauty remains. The first settlers saw the value of its rapids, built their dams and harnessed its current to huge water-wheels, to grind their grist and saw their lumber. In the course of years, three dams have changed the free, swift stream into a series of sluggish, muddy mill-ponds, and five bridges have opened thoroughfares for travel from bank to bank. They cut down the forests which covered the great bare hills about the river mouth, built ships and wharves, mills, salt-works, tanneries, along its banks.

The Indians and all the teeming wild life have fled away long since. The long course of years have witnessed old industries upon its banks disappear, thriving commerce cease, wharves decay. The railroad supplanted it as the great artery of trade, but a host of memories remain. (Flowing down through all the gen-

erations of Ipswich life, it binds them all together with its golden chain.) Starting at its upper waters, near the Topsfield line, we may make an excursion to the sea, and find much to interest as we recall the changing scenes upon its banks.

At Willowdale there was an ancient ford-way across the river from early times. Dr. Thomas Manning, the well-remembered physician of Ipswich, the son of Dr. John Manning, who had built a woolen factory in 1792, saw the value of the water-power which might be developed here. He began to acquire land on both sides of the stream in 1822. His first purchase was from John Tuttle, ten acres of pasture on the Hamilton side, on Nov. 5th, 1822 (249:85), followed by the purchase of 2 acres 30 rods of pasture from John Adams and Oliver Appleton, Nov. 12th, 1822 (249:86), and on Nov. 13th he bought 2 acres on the Ipswich side from Ephraim Goodhue, reaching from the Topsfield road to the river (249:85).

Daniel Kneeland sold him 5 acres of tillage land, on the Ipswich side, April 22nd, 1826 (249:87). His brothers and sisters and niece, and other heirs of his father, conveyed several lots to Dr. Thomas on Aug. 16th, 1826, including 1½ Old Rights and 2 New Rights in Birch Island pasture, as the locality was then known, 15 acres in all, bounded by the land of Aaron Goodhue, Topsfield road and the river (249:88, 89).

He had now secured land enough for his contemplated mill, and in 1829 he built a stone dam and a saw-mill. In 1830, Sept. 30, he bought 4 acres of John Adams and Samuel Adams 3d, of Hamilton, "near the stone dam which has been recently erected on the bed of Ipswich river" (259:76). The mill was burned soon after its erection, and Dr. Manning built another, which was used in part for the sawing of fine veneers and for wood turning. He thus began the erection of the fine stone factory building and boarding house, and about the year 1834, he began the weaving of woolen goods. The approach to the mill from either side was over the old road, probably, that led to the ford. We may suppose that during the earliest years of its operation the mill products were teamed over this to Salem or Boston. But in August, 1844, the Town received a petition for a road and bridge by Manning's mill. It failed of acceptance, but it was carried to the County Commissioners, who summoned the Town to appear. A committee was appointed to oppose the project, but the County Commissioners ordered the building of the bridge. In deference to the desire of the Town, a change was made from a single arch, as originally planned, to the two arches which still span the river.

The little neighborhood that centered about the present Norwood Mills, included some enterprising men. They felt the need of a bridge as early as 1667. In that year, John Adams, Nathaniel Adams, Samuel Adams, Joseph Safford, Nicholas Wallis and Thomas Stace were "freed from working in the common highway for 7 years to come," "upon consideration of there building a bridge over the river at there own expense." "Sar. Nicholas Wallis," whose farm is now owned by the Brooks heirs, received permission, in March, 1686/7, "to improve the water by damming in the river against his own land, not exceeding three foot for the building a fulling mill or mills, provided he do it within a year and a half."

Sergeant Wallis built neither dam nor fulling mill, and ten years later, other parties planned to improve the stream, that rushed wildly down its rocky bed through the picturesque gorge, which still remains the most beautiful portion of the river valley. John Adams Sen., his son John Adams Jr., and Michael Farley Jr., son of the old miller at the Saltonstall mills, came to the Town with their petition. The record is:

"At a legal meeting of the Inhabitants of Ipswich, March 3, 1696/7.

"The humble Petition of wee whose names are under written to the honord Gentlemen & Inhabitants of the Town of Ipswich, now assembled March 3, 1696/7. our request and desire is that you would please to grant us leave to make a Dam cross the River against my land in order to the building of a corn-mill and a Fulling-Mill for the use and benefit of the Town, I having a place that is judged very convenient for such a purpose without damage to the Town in any particular person. The which request we dobt not but you will readily grant the which will oblige us to serve you accordingly to the best of our abilities. And your petitioners shall ever pray.

John Adams Sen.
Michael Farley Jr.
John Adams Jr."

The Town granted the petition, with the provision that it would not prejudice any former grants and the mills be ready for use in a year and a half. There was a lurking jealousy regarding the mill privilege, we may infer from the fact that on May 6, 1697, it was reported to the Town that the vote of March 3d was unsatisfactory to Lieut. Adams and his associates, and that they would not build on these terms. Whereupon, the objectionable clause was removed, and

"The Town doth now grant to said parties all their interest and right in the stream against sd. Adams land and make a Dam, provided they set up said mills in a year and a half."

Mr. Farley bought an acre and a half of upland, on the north side of the river, opposite the Adams land, from Thomas French, on June 3:1697 (13:36). The dam was built forthwith, a fulling mill on the north side, and a grist mill on the south bank, and on the 4th of May, 1699, a formal agreement was ratified between the owners. Farley had borne half the cost, and the Adamsses the balance. The title of each was confirmed accordingly,

"and whereas for y^e setting Placing advancement & benefit of sd Mills by Daming & flowing for Rocks and Gravilling sd. Michael purchased one acre and a halfe of land of Thomas French agst part of which sd Dam abutteth on y^e north side sd River sd Michael Gives & grants same to bee & remaine for ever as a Mill lot for wayes to & use of s^d owners."

In like fashion the Adams, father and son, set apart a lot of the same size on their side, for common use (14:161):

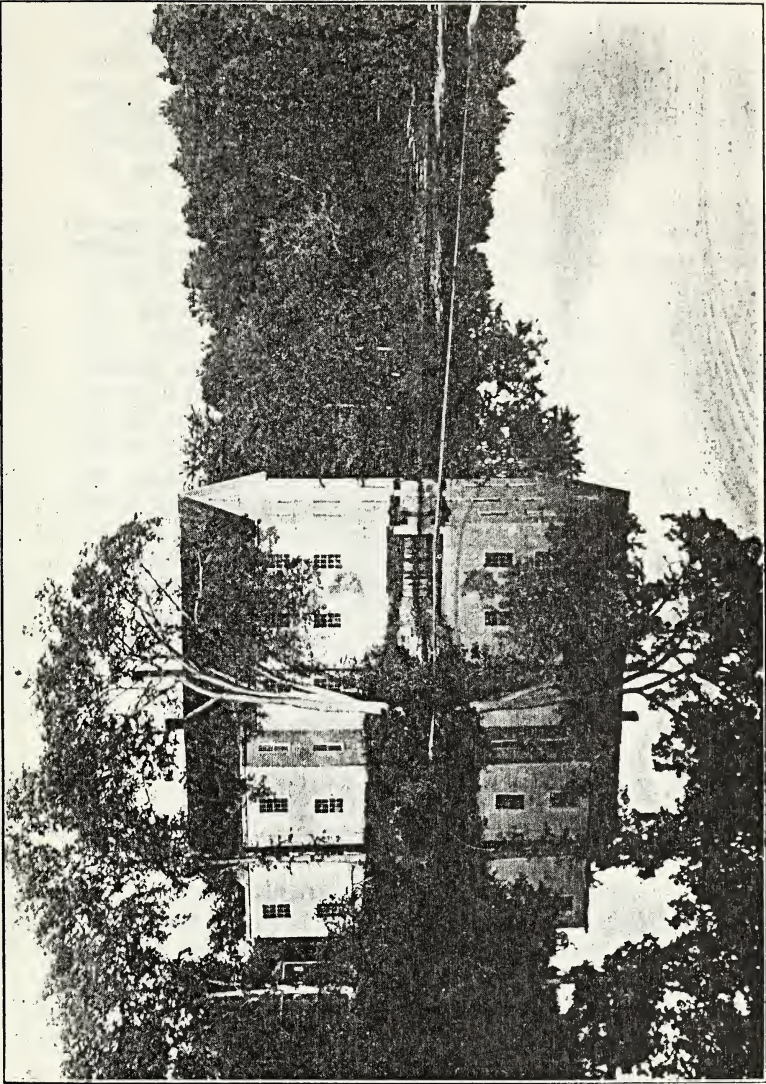
John Adams Sen. conveyed his farm to his son, John Jr., on April 7:1698, but retained his ownership in "y^e land the corn mill stands on & highway to go & come from said mill" (13:291). He sold his quarter interest in the mills and dam to Mr. Farley, July 26:1702 (15:91).

On Sept. 6:1734 (80:179), Mr. Farley sold to Caleb Warner, clothier,

"a messuage on the North side of Ipswich river at a place known as Adams or Farley's Mills in y^e present tenure of Eliz^a (beth) Brown of Ipswich, widow, with $\frac{3}{4}$ of about 2 acres of land thereto adjoining, which sd. Farley formerly purchased of Thos. French of Ipswich and also $\frac{3}{4}$ of one certain fulling mill to y^e said messuage adjoining in y^e present tenure of sd Caleb Warner with $\frac{3}{4}$ of all tackle . . . sd Warner to maintain and repair $\frac{3}{4}$ of $\frac{1}{3}$ of the Damm."

This deed is interesting in several ways. Elizabeth Brown was the widow of Benjamin Brown, miller, who died Feb. 16:1733, leaving a family of seven children, the oldest of whom was Elizabeth, sixteen years old, and the youngest, five-year-old Susanna. They lived close by the mill, as the deed shows, and Benjamin was the miller. The widow petitioned the Town at the March meeting following her husband's death, for an allowance for

"cost and charge which hath arisen in building a bridge over the river & for finishing the same for the benefit of passing to the mill."



ISINGLASS MILL

It appears from this that a bridge, some cheap structure of logs, no doubt, had been built about this time. The Town rather heartlessly refused to recognize the widow's claim.

Caleb Warner was operating the fulling mill, adjoining the widow's home, the son of Daniel and Dorcas Warner, a young man of twenty-seven years, and his neighborly relations with the miller's family had culminated in his marriage with the daughter Elizabeth on Nov. 8:1734, two months after he had bought the mill property.

The grist mill continued in possession of the Adams family. It was inherited by John Adams, son of John Jr., who married Phebe Burnham, int. May 1:1725, and died in 1729, leaving the widow and daughter Eunice, who was baptized March 2:1728. The widow married Nathaniel Cross, who operated the mill, in May, 1732. The daughter Eunice, married Isaac Smith, in December, 1744. Isaac and Eunice, Nathaniel Cross and Phebe, conveyed to Caleb Warner the quarter part of the 2 acre mill lot on the north side of the river and the quarter of the fulling mill, which still remained in their possession, with the privilege of the stream "excepting when the water does not flow over the dam," on May 10:1750 (101:202).

Caleb Warner had prospered in business, and a goodly family of sons and daughters had been born. A new and large house was needed, and he bought of Daniel Appleton, Esq., three lots and a half in that part of Bush Hill Eighth called Birch Island, or Birch Island Fields, adjoining the land formerly French's, on June 12:1755 (102:231). The large and comfortable dwelling, which still remains, was probably built about this time. Here he died, March 10, 1774. His estate included about 100 acres of land and the dwelling, and the fulling mill and clothier's shop. The clothier's copper was inventoried at £10, the clothier's press £12, 3 pairs clothier's shears £10. The real estate was bequeathed to Asa and William, then a lad of eighteen years. (Pro. Rec.)

Asa Warner, who followed his trade of clothier in Lancaster, Mass., sold his half interest to his brother, William Warner 3d, clothier, excepting an acre within the bounds of the estate, belonging to the heirs of Elizabeth Brown, June 2:1787 (148:52).

Capt. William Warner died on Sept. 13, 1827, at the age of seventy-one. He built a home for his son William, who married Mary Dodge of Hamilton, in 1805, and conveyed it to him with about five acres of land, March 9:1808 (246:193). To his elder son, Stephen, he gave half of his dwelling and land, May 13:1822

(203:73). In the settlement of his estate the easterly half of his dwelling was assigned to his widow, Susanna, as her dower, the fulling mill was assigned to William, upon payment of legacies to the other heirs (Pro. Rec. 62:125, 406:501-3). A carding machine and picking machine had been installed in 1794, and were appraised at \$75.

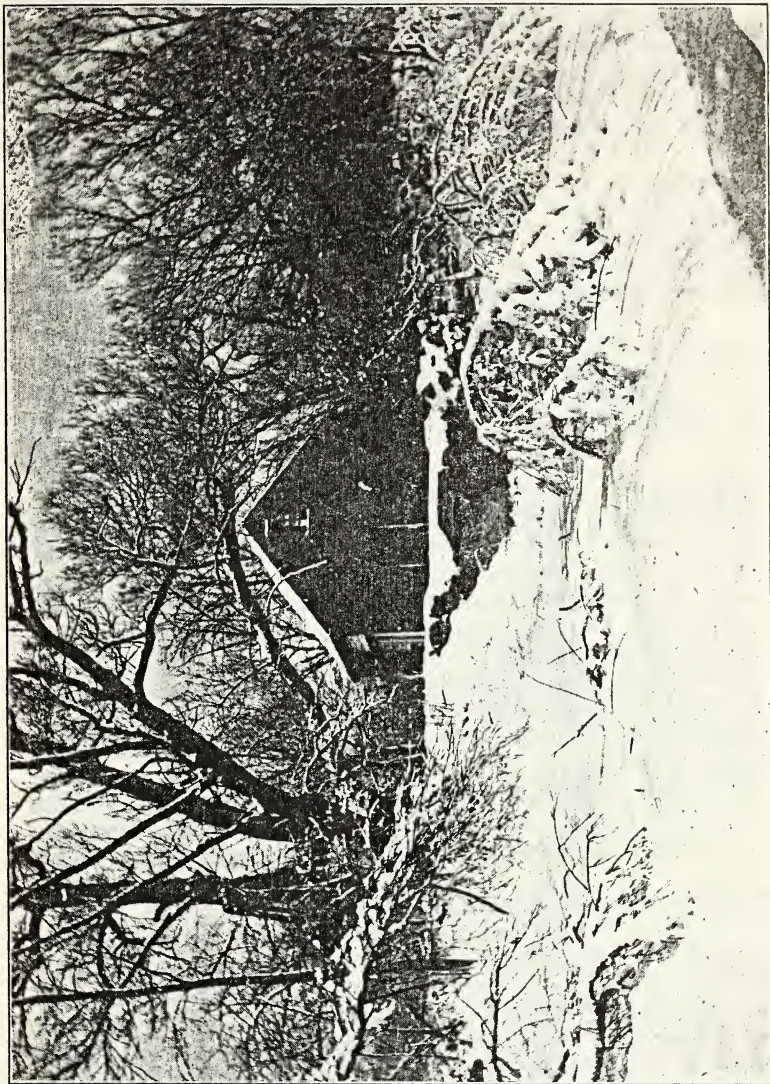
William Warner sold half the mill and about half an acre under and adjoining to his brother Stephen, May 30, 1829 (533:271). His heirs sold half the mill to Caleb Jerome Norwood, Feb. 8:1873 (877:292), March 15, 1894 (1407:91), and the Stephen Warner homestead, with half the 2 acre mill lot, Oct. 23:1895 (1461:73).

George W. Warner, son of William, and —, wife of Joseph P. Hamilton, sold the half of the mills, which they inherited from their father, to Ammi Smith, Dec. 1:1858 (584:38).

Continuing briefly the story of the grist mill and saw mill, Isaac Smith and Eunice sold the Adams farm and mills to Paul Dodge, Dec. 1, 1750 (96:180). His son, Barnabas, inherited and bequeathed to his son David, who sold to Ammi Smith, Jan. 2, 1827 (242:273). He mortgaged to Nathan Dane, April 7, 1827 (245:139). His executor assigned it to Joseph Dane, June 2, 1836 (336:185), who took possession Sept. 1, 1843 (339:116), and sold to Albert W. Smith of Boston, Oct. 14, 1846 (327:290), who conveyed to Ammi Smith of Hamilton, son of the earlier owner, April 6, 1858 (598:23). His heirs sold the farm and mill site with the buildings, 90 acres in all, in Hamilton, 1 acre and half the mill on the Ipswich side, to Caleb and Jennie Norwood of Rockport, April 21, 1868 (746:148). Mr. Norwood has operated the saw mill and a cider mill, and established an isinglass factory in the Warner mill.

The road from William Warner's and William Warner Junior's and the land of Robert Wallis to the Topsfield road was accepted by the Town, Dec. 25, 1817. In the Spring of 1820, the Warners and others petitioned the Court of Sessions that a bridge might be built. The Town appointed a committee, on June 15, to oppose the petition. The Court of Sessions ordered the Town to build, but in March, 1823, the Town appointed Asa Andrews, its attorney, to defend it against indictment for not building, and authorized him to petition in turn the Court of Sessions to discontinue the way where the bridge was contemplated and vacate the laying out.

In the following year the battle for the bridge was renewed, with a petition of William Warner Jr. and 32 others, praying for a way from Topsfield road, near the dwelling of Robert



OLD MILL — MILES RIVER

Wallis to the road near the dwelling of James Kent in Hamilton, which the town resolutely opposed. Five years then elapsed, but the advocates of the bridge were not disheartened. In September, 1829, the Town received notice from the Court regarding the bridge, and appointed a committee to procure legal advice and contest the building. Despite this opposition, the bridge was built, and a warrant of distress was issued against the Town for a portion of the expense.

But the Town voted, July 25, 1832, to appoint a committee, and instructed it to "consult and employ Hon. Rufus Choate and such other learned and respectable counsel as they may judge proper." The Town appealed the case to the Supreme Court in November, 1833, but an adverse decision was rendered, and the Town of Ipswich was assessed \$1,498, Hamilton \$1,002.

Standing on the stone bridge, which spans the stream with its two graceful arches, looking down through the picturesque valley, and upstream over the expanse of river and broad landscape, we feel that the thirteen-year struggle for road and bridge had a happy issue.

A little below the railroad bridge, a modest stream, nearly hidden by sedge and bushes, enters the river on the south side. Though it bears the pretentious name of Mile River, or Mile Brook, it carries with it little suggestion of mill power. Yet, in the days before the discovery of the power of steam, the wind and water, supplemented by the occasional treadmill worked by horses, were the only known sources of power, and the preference was always given to the constant and reliable water-wheel above the fitful and capricious wind-mill. Major Samuel Appleton built a saw-mill some time before 1696, the year of his death, on the east side of Appleton's Bridge, on the County Road, which remained in use for many years. The mill pond flooded the meadows, and in all probability the water was drawn off in Spring and Summer, and the mill was used only in the intervening months.¹

Joseph Calef, Thomas Potter and Anthony Potter received permission from the Town, on March 14th, 1693, to build a dam and fulling mill lower down on the same stream, which ran through Thomas Potter's land on its way to the river. The mill was not built apparently, but three years later, Edmund Potter, Abraham Tilton Jr. and Antony Potter, petitioned for the privilege of setting up a dam and grist mill "near the house of Thomas Potter, not to damnify Col. Appleton's saw mill." This was granted, March 24, 1696, and the mill was built. The dam still

¹ The Old Bay Road, p. 27.

remains, and an old mill building, on the estate known as the Oliver Smith farm, now owned by Mr. Bohlen.²

At the very beginning of the building of the Town, and at the first Town meeting of which definite record remains, in the year 1634.

"It is concluded and consented unto that Mr. John Spencer and Mr. Nicholas Easton, shall have libertye to build a Mill and a Ware uppon the Town River about the falles of it uppon this condicion that they shall pte with an equal share of theire Fish to all the inhabitants of this Town if they bee demanded att five shill. a thousand more or less according to the comon price of the countrye."

The falls alluded to were probably at or near the site of the present dam of the hosiery mills, though all trace of them has been obliterated. There were "smaller falls" a little lower down, where the old Damon mill and dam still stand. The river ran here through a narrow channel on each side of a rocky island. Up through these falls or rapids the salmon, shad and alewives forced their way to the spawning grounds in the still waters above, in great schools. Numerous arrow-heads and other Indian remains which have been found in the adjoining field in the grounds of the House of Correction, bear witness to the summer village of the Indians for many generations, beside this ancient fishery.

Mr. Spencer and Mr. Easton soon removed, without improving the grant, which reverted to Mr. Richard Saltonstall, the most prominent man in the new settlement. He built the dam and grist mill, and enjoyed a monopoly of the business for many years. Corn was brought from the whole great township to be ground into Indian meal, the great food staple of the time. But, at length, complaints were made about the miller, that he was unskillful and disobliging, and a communication from the "Worshipful Richard Saltonstall Esq.," then in England, was received and entered on the Town Record in 1671, promising that a skillful and acceptable miller should be sent. Mr. Michael Farley was duly installed, with his sons, Michael and Mesheck. But there were many apparently who were still unsatisfied, and the Town declared that the number of inhabitants was too great for one corn mill. In deference to this demand, Mr. Saltonstall asked and received liberty, in April, 1682, to build another grist mill near Sergeant Clark's. Thomas Clark owned and occupied the northeast corner of Summer and Water streets, by the river side, where he had a tannery, and a dam was contemplated across

² The Old Bay Road, pp. 10, 11.

the river at this point, to utilize the tides. The privilege was granted, "provided he have gates eighteen or twenty feet wide to let up canoes or boats loaded into the cove and to let out boats and canoes when the tide serves."

Jonathan Wade and others opposed this, and the reason may have been that in 1673 he had received

"that little island of rocks at the falls in exchange for so much to enlarge the highway by the windmill provided he hinder no man from taking away loose rocks nor hinder fish ways nor making of a bridge, nor prejudice the mills."

He had received permission to set up a saw mill in 1649, which may have been built on or near this spot. Cornet Whipple, also, had received permission, in 1673, to build a fulling mill "at the smaller falls by Ezekiel Woodward's house," provided Mr. Saltonstall's grist mill at the upper falls and another fulling mill already begun, probably at the same spot, were not prejudiced.

Nothing resulted from the tide-mill scheme, nor from the plan of Nehemiah Jewett of establishing a mill on Egypt river, and in 1686, as the need of another grist mill was increasingly pressing, the selectmen granted liberty to any one to build a grist mill at the falls, "by or near Goodman Rust," i. e. the lower falls, "provided they damnify not the upper grist mills." No one coveted the privilege, and in 1687 Mr. Jewett revived his scheme for a mill and secured permission to flow four or five acres of the Town's common land. He did not build, however, nor did Thomas Boreman avail himself of the liberty he received in 1691 to establish a grist mill on Labour-in-Vain Creek, provided he built within two years, and in June, 1695, Col. Nathl. Saltonstall, son of Richard, received permission anew to utilize the location by Sergeant Clark's.

Renewed opposition was made to this project in a written document signed by many, who protested on several grounds.

"1. Because it stops a navigable river.

"2. Because it will damnify Col. Saltonstall's grant (the upper mill privilege).

"3. Because severall other places which will answer ye Town's end are proposed, which will do less damage to proprietors."

Evidently the plan of the Potters on Mile River, and the Adams and Farley scheme, were already in the air. However, the tide-mill scheme carried, and on Nov. 4, 1696, it was voted:

"Two or three persons that are so minded shall have liberty to erect a mill and raise a dam across y^e River by or near y^e house where John Clark Carpenter formerly lived."

The unnamed grantees did not proceed, and as the Mile River mill was established in the following year, and the Adams and Farley mills were built in 1697, the demand for better accommodation in the center of the Town was met for the time. Eventually, Robert Calef asked and received the privilege of building a grist mill at the lower falls, March, 1714/15, and built his mill.

Notwithstanding the competition of the various mills that were established in the last decade of the seventeenth century, the mills in the center of the Town were steadily enlarged. When the Saltonstall heirs, Richard and Nathaniel, sold to John Waite Jr., clothier, and Samuel Dutch, April 2, 1729 (55:62), they conveyed title to two grist mills, one fulling mill, a dye-house, and a saw mill, and Nathaniel Saltonstall and Roland Cotton had sold Samuel Dutch "two thirds of the saw mill standing on the south side of the river on the same damm the grist mills and fulling mill stand on, with two thirds of the ground the mill stands on and two thirds of the damm, to be improved only when water runs over the dam," Feb. 20, 1730 (61:70).

The saw mill passed through many hands, and was replaced eventually by a mill for veneer sawing by Mr. Benjamin Hoyt,³ which was removed in 1858, and used as a dwelling and shoe factory by Mr. James M. Wellington.

The grist mills and fulling mill were acquired by John Waite, by the purchase of Dutch's interest, Dec. 1, 1729 (56:156). Benjamin Dutch and Nathaniel Farley acquired ownership of the grist mills, and Enoch Pearson bought the fulling mill "near the southeast end of the grist mill," in 1772 and 1773 (139:205).⁴ The fulling business probably declined with the advent of woolen factories with power looms, supplanting the old hand looms. The grist mill continued its useful work, and in due time was inherited by Joseph Farley, son of Nathaniel, who was the last of the long line of Farleys, who have operated the mills for more than a century.

He organized a company for the manufacture of cotton cloth. The Town granted him permission "to fill up the passage way to the river between the Lace Factory and Saw-Mill, which is used as a watering place," on June 19, 1827, as he was about erecting a new dam and the stone mill, which is remembered by the older folk.

Mr. Dutch had come to the Town in 1733 with a petition, which was granted,

"for ease and benefit that may arise in his business at his saw

³ See Ipswich in Mass. Bay, p. 462.

⁴ Ipswich in Mass. Bay, pp. 329, 330.

mill near his dwelling house . . . for a grant of one rod of land on the river bank next the front of his mill and to extend about half a rod below the eastern corner thereof, so as not to prejudice the common benefits of the watering place,* next Mr. Dane's."

This watering place was the eastern end of the ancient fording place, where, at the beginning of the town and before the bridge was built, all wheeled vehicles and horses crossed the river, a foot-bridge being located near the Damon mills. The other end of the ancient crossing was granted to the mill company on June 7, 1849:

"Voted that the Town grant the fording place at the Lower end of the Stone factory and all its interest in the road between the Stone factory and the land of Eunice Farley to the Ipswich Mills."

This was conditioned upon the building of a factory on the fording place, and establishing a cistern for the convenience of the residents in that locality.

The Ipswich Manufacturing Co., Joseph Farley, president, operated very boldly. The lower grist mills were secured, a canal from the upper dam across the intervening lots in Elm Street to the Cove, was projected. The looms were started in 1830. In 1832, 3,000 spindles and 260 looms were in operation, and 450,000 yards of cotton cloth were produced annually, giving employment to 18 males and 63 females. But financial difficulties soon arose, and the Ipswich Manufacturing Co. conveyed to a new company, called the Dane Manufacturing Co., the "upper Falls estate" with stone factory, engine house, warehouse, etc., "the Lower Fall estate," with one double grist mill, one saw mill, one factory building, now used for the manufacture of shirts and drawers, and various lots of land, Sept. 7, 1846 (463:252). The directors of the new company, George W. Heard, Abraham Hammett and Josiah Caldwell, sold the same to Augustine Heard, June 1, 1852 (463:254). Mr. Heard sold to Mr. Amos A. Lawrence (605:139, 631:214, 711:18), who conveyed to the Ipswich Mills Co., Jan. 16, 1868 (738:253). The looms were removed and the manufacture of hosiery was begun. For a time business was conducted at a loss. The company was unfortunate in its superintendents, and was on the verge of abandoning the enterprise, when a young Nottingham manufacturer, Mr. Everard H. Martin, was chosen superintendent. With his coming an era of prosperity dawned, and for many years this corporation has been the chief industrial enterprise of the Town.

The bank of the river, from the mill dam to the bridge, was

* June, 127, Joseph Farley put up the old watering place.

wholly unoccupied and ungranted as late as 1693, except one small lot by the dam, which was occupied by Samuel Ordway's blacksmith shop. In March, 1692/3, several persons petitioned "to have liberty granted them to build shops upon y^e bank by y^e river side." Accordingly the Selectmen laid out this stretch of land in twenty-three lots, ranging from thirty-six to eighteen feet wide, and granted them to as many individuals.⁵ The most interesting in the present connection is the one nearest the dam, with the old mansion, which was built by Dr. Philemon Dean, who had served in the King Philip War under Major Samuel Appleton, and was Clerk of the Company.⁶ It was purchased in 1824 by the Boston and Ipswich Lace Co., and an extension was built, in which probably the lace machines were installed. The enterprise was an unfortunate venture, and three years later the property was sold at auction to Theodore Andrews, lace manufacturer, Nov. 9, 1827 (286:222).⁷

For six years or more after the first settlement there seems to have been no bridge over the river for wheeled vehicles. As early as Dec. 3, 1641, however, the record was made:

"Agreed that what was due to the workmen for the new Bridge before the late repairs thereof and also what was due for the late repairs shall be paid by the next rate, the total of which sum amounts unto 10-11-8."

Mention of damage by freshets is occasionally made, and this new bridge may have suffered from this cause. But definite mention of a "cart-bridge" does not occur until Jan. 4, 1646/7, when "the names of such as promise carting voluntary toward the Cart Bridge besides the rate a 2 days work a piece," were entered in full in the Town Record. Forty pounds sterling were appropriated, and a building committee was chosen: Mr. William Payne, John Whipple and Richard Jacob. The work was so far advanced in March that it was

"Ordered that the Surveyors shall take care to make good the passage at both ends of the Cart Bridge sufficient for passages of horse and carts soe soon as [] carpenters have made it capable."

In 1662 a new bridge was necessary, and John Appleton and Jonathan Wade, the committee appointed by the Quarter Sessions Court to compute the cost and build the bridge, reported, on June 24, that they had already begun the work, and that it would cost about eighty pounds sterling.

An item in the Town accounts, in 1683, for "trying to save

⁵ For the detailed narrative of these lots, see Ipswich in the Mass. Bay, p. 456, On the River Bank.

⁶ Ipswich in Mass. Bay, pp. 199, 201, 219.

⁷ For a full history of the Lace Companies see Publication 23, Ipswich Historical Society.

the old bridge," suggests that it may have been destroyed by a freshet in the river. A new bridge was ready for travel in September, 1683. The original accounts for its erection are still preserved in the Court Files (Book 40:29).

COURT FILES, BOOK 40:29.

To the Hon^o County Court Sitting at Ipswich, Sept. 1683.

Whereas The worshipfull William Browne Bartholomew Gidney & Major Samuell Appleton Eqrs. appoynted us whose names are under written a Committee to agree with workmen for the Erecting of a new Bridg upon the Country Road: upon the River below the Mills in Ipswich Wee doe hereby Informe y^{er} Hono^{rs} of what nessesary Cost according to Contracts wee have bene out upon the same: & for passing over the said River untill sd Bridg was Erected.

Imp ^r	To Cost about the Boat fetching up in winter from plum Island: & the hire of it:	008.=12=0
It.	to a Road to serve Cross the River to pull over	
It.	to soe much as wee agreed w th Abraham Tilton the Builder for his work	100=00=100
It.	to soe much due to Capt. John Appleton for digging Rocks & Carting them: & for Carting Gravell to the Bridg as appeareth in his pticular acc ^t examined &tc	006=13=00
It.	to Jacob Foster: due for such Labo ^r	004=00=03
It.	to John Edwards: due for the like labou ^r	002=15=00
It.	to John Low for the like labo ^r	000. 14=00
It.	to Jn ^o Kimball due for like labo ^r	000 19=11
It.	to Jonathan Lumas fo ^r Carting Gravell	001=19=00
It.	to pticular psons for the laying stones & throwing up Gravell & spreading as in their pticular accts. examined	003—13—06
It.	to soe much for Oakm Tarr & Calking the planks	000=19=0
It.	to Jeremiah Jewett for Carting Rocks	001=10=0
It.	to soe much for Drink to the workmen w ^{ch} wrought at the bridge ends 6 Gallon of small bear & 2 qts of Liq ^{rs}	000—04=00
It.	to Neh. Jewett for Cost & fees	000—08.00
		<hr/>
		134=11=00
	John Appleton	
	Nehemiah Jewett	
It.	The Timber is valued at	15=0—0

This bridge was in bad condition by 1700, and the Town voted on May 9, that

"Coll. John Appleton Esq. & Col. Jn^o Wainwright Esq. Major Francis Wainwright Lieut. John Whipple & Mr. James Burnham be a Committee to consider what way be most proper in regard to our Great Bridge."

Again, in 1719, the Selectmen were instructed to "provide a suitable foot bridge over the River with all convenient expedition and also that they wait on the next Quarter Sessions to consult and advise with them about the erecting a new bridge."

In 1764, the volume of travel over the County road had become so great that another new bridge was necessary, and it was decided by the Town that the old bridge was six or eight feet too narrow and that the new one should be twenty feet wide. A wooden bridge seems to have been contemplated, and it was proposed that two abutments already built be extended into the river not exceeding three feet, and that not less than twenty-eight or more than thirty feet be left between the abutments and the central pier. Application was made to the Court of General Sessions to levy half the expense upon the County, and the Court coincided in the necessity of thorough rebuilding. Eventually a stone bridge was decided upon, and the stately structure, which still stands, was completed at a cost of £96 10s. 6¾d. The Committee appended its account for supervision. The Court allowed the bills for construction, but took exception to the Committee's "extraordinary charge for Care and Trouble."

The Stone Bridge became again the source of much spirited controversy, when it was found to be too narrow. The County and Town began their conferences regarding the widening in March, 1829. Unfortunately the hot fight over the bridge at Warner's Mills was in full swing, and the Town was not prepared to listen kindly to another scheme of bridge building which would involve large expense. The scheme was dropped for the time, but in February, 1834, Joseph Wait and 194 others made a fresh appeal for the widening. A committee was appointed to estimate the cost, and confer with the County Commissioners. It reported that the County would bear half the expense, but the Town distrusted the astuteness of its committee, and appointed a new committee to guard its interests.

At this time Mr. Joseph L. Ross had his dwelling, barn and blacksmith shop on the ledges in front of the Seminary building, a most unsightly and inconvenient location. It was now proposed, in connection with the widening of the bridge, to make a thorough work of public improvement by removing this old

eyesore and making a broader and more convenient thoroughfare up the hill. The County Commissioners re-located the highway over a portion of the Ross land, paying him \$800 for what was taken. A public subscription netted \$654, the buildings were sold for \$470, and the Committee reported on Dec. 8, 1834, that only \$126 more was needed to secure title to the land. The Town voted to raise this amount, provided the whole lot should be in the highway forever. It was voted also to petition the County Commissioners to include it in the highway.

The lay out of the road up the hill led to fresh difficulties. A new location was desired, and there were various conferences with the County authorities, but at last the Town voted on May 16, 1836, to proceed with the bridge widening and road building, provided the Town should not be liable for more than \$1,200 expense on the bridge, and that it be widened to 30 feet at least, and that the road up the hill be constructed, provided the Town's share of the expense should not exceed \$1,000. Ephraim F. Miller, Frederic Mitchell and Ezekiel Dodge were chosen a committee to execute the work. This committee was authorized, on July 25, 1836, to let out the contract for the road building, but the widening of the bridge was referred to the next Town Meeting.

At the annual meeting in March, 1837, a committee was appointed

"to remonstrate to the Legislature against the passage of any Act that shall make the Town liable to any part of the expense of widening Choate's bridge said Bridge being over tide waters."

This clever device for escaping from any share in the cost failed of its end, and in June the Town received an order from the County Commissioners. This was referred to a committee, but man after man refused to accept appointment. Finally, Joseph Farley, Daniel Cogswell, and Otis P. Lord consented to serve. The question of widening was indefinitely postponed by the Town on August 15, 1837. Again, in June, 1838, in response to an order from the County, action was again indefinitely postponed. So the battle was waged, though the result was inevitable. The Town was in fighting mood, and when the County ordered the Town, on January 21, 1839, to pay, as its portion, \$1,037.50, a committee was chosen to take legal advice, though the amount assessed was well within the \$1,200 the Town had agreed to pay in 1836. The battle of the Stone Bridge had surpassed in virulence the former battle of Warner's Bridge.

When the fourth bridge across the river was planned, in the spring of 1861, the great crisis of the Civil War was at hand,

and the single vote recorded on March 11th, instructed the Selectmen to build a road from Col. Wm. Baker's to Zenas Cushing's, and another granite bridge was built forthwith. Twenty years afterward a wooden bridge, at the foot of Green Street, was built by vote of the Town on October 12, 1881, which was replaced by an arched bridge of stone by vote of May 14, 1894. Singularly enough, the men living on Turkey Shore petitioned on March 27, 1719, for this very privilege.

"The inhabitants of the Lower End of the Town on the South side of the River petition the Town for liberty to build a bridge over the river at their own charges & cost from . . . Lane to Foster Lane, convenient for horse and men to pass over.

Philemon Dane	Simon Wood
Thos. Hovey	Wm. Hunt
Wm. Howard	Wm. Hunt Jr.
Sam. Howard	Jacob Boarman
Dan. Hovey	Thos. Hodgkins."

The desired privilege was granted, provided the river be not obstructed, but was not improved.

The lower falls, as has been already noted, were recognized as a valuable mill power very early, and various grants were made. Jonathan Wade probably built a saw mill about the year 1673, when the small, rocky island was given him, and his heirs, Jonathan, Thomas and Elizabeth, conveyed to Joseph Caleffe and Francis Crompton their title in "a certain saw mill and fulling mill now standing together at y^e Falls in y^e Great River," and "an island and privileges as granted to our predecessors," May 16, 1702 (18:172). Crompton sold "my third part of Island and fulling mill and saw mill" to Robert Calef, son of Joseph, Feb. 2, 1714 (29:76), who received liberty from the Town to build a grist mill. He sold the whole property to William Dodge of Wenham, Nov. 22, 1729 (54:169).

Mr. Dodge came to the Town the following year, 1730, with the oft-repeated request for the privilege to dam the river, "at the end of Green Lane, so called, near Srg. Clark's formerly so called," and remove the grist mill to this site, but the Town negatived his petition. He sold a two-thirds interest in the mills to Col. John Choate and Andrew Burley, and the remainder to his son, William Dodge Jr., March 22, 1748 (94:222), the use of the power being conditioned, "when the water runs over any part of the dam in said river, between y^e saw mill, now of John Treadwell and the corn mill on y^e other side of y^e dam, etc." i. e. the upper dam. This restriction of the water power

may have been the reason of the repeated requests for a new location, and after a year's experience, Mr. Dodge, the new owner, made his petition to the Town, and on June 26, 1749, liberty was given him to remove and raise his mill dam under the direction of the Selectmen, at a more convenient place in the river, keeping the same height as the old dam, and "to raise such works upon his Dam as to stop the Tide in times of Drought, the same to be always under the regulation of the Selectmen, as to the height and time when they shall be put up and when they shall be taken down."

But again the coveted privilege lapsed. Abraham Choate sold the two-thirds interest to Col. Isaac Dodge, son of William, Feb. 6, 1772 (130:43), and William Jr., his brother, sold his interest to him, Dec. 31, 1783 (147:169). Many years before, Isaac had requested the Town to release him from working on the highways in any other locality, obliging himself to raise the bridge over the little falls, and the ground on either side, and put good rails on each side of the bridge, March 3, 1761.

The allusion to the bridge is interesting, confirming the belief that a foot bridge was established here in the early days of the Town. Thomas Wells's grant of a house lot was located "ner the foot-bridge."⁸ A single tree trunk from the primitive forest would have spanned the space that separated the rocky island in mid-stream from either bank, and the ancient two-rod way by the water side would have allowed the approach to it. Again, in 1719, the Selectmen were instructed to provide a suitable foot-bridge over the river with all convenient expedition, and also to wait on the next Quarter Sessions to consult and advise with them about the erecting a new bridge.

The mills continued in the Dodge ownership for many years. Col. Isaac bequeathed the grist mills, the old one and another, recently newly erected, and a saw mill, to his son Nathaniel, in 1786 (Pro. Rec. 358:518), and Nathaniel bequeathed in turn to his brother-in-law, Major Thomas Burnham, soldier and schoolmaster, who had married his sister Rebecca (1792, Pro. Rec. 361:522). The Major sold to Mary Farley and John Baker 3d, July 20, 1820 (224:73), who conveyed the same day to Geo. W. Heard (231:115). He sold to his brother, Capt. Augustine Heard, Dec. 1, 1824, and Augustine conveyed to the Ipswich Manufacturing Co., Dec. 22, 1837 (302:205). The Ipswich Mills sold to Frederic Damon, May 25, 1870 (988:85), and his heirs still own. The larger mill was nearly destroyed by fire many years ago, and has been entirely removed. The grist

⁸ Ipswich in Mass. Bay, 443, 444.

mill has fallen into ruin, and the ancient water power, which contributed to the convenience of the Town for so many generations, is entirely unused. The "Island" is scarcely recognized, as the Stone Bridge, built in 1861, connected it with the mainland, but its original shore may be seen at several points.

The "Great Cove," as it was called, or "Hunt's Cove," where the river meets the tide-water, was a busy place in the olden times. There was much canoe traffic up and down the river, and the fishing industry was extensive. So there was frequent demand for wharfing privileges.

A wharf by Mr. Rust's is mentioned in a deed of neighboring property in 1692,⁹ This was near the present Town landing.¹⁰ Samuel Hunt received a grant on the Turkey Shore road, and the family continued there many years. His sons, William and Joseph Hunt, obtained a grant of fifty feet on the water side at "y^e poynt of rocks, below Goodman Hunt Sen. barn," to build a wharf on, if done in one year, in March, 1691/2.

A petition was read at the Town meeting, March 26, 1722, from the whole neighborhood, signed by Simon Wood, Daniel Rindge, Philemon Dane, William Hunt, Thomas Perrin, Joseph Fuller, Nathaniel Fuller, James Fuller, William Hunt Jr., Thomas Hovey, William Howard, Thomas Wade, Thomas Burnham 4th, Jonathan Fellows, and Daniel Hodgkins, praying for leave to build a wharf in Hunt's Cove, "for our benefit to land our hay and convenience and for carting up the same." The petition was granted, provided it did not infringe any other grant, and a good wharf should be completed within two years, so that a cart could go on and off in safety. The wharf was to belong to them only as long as they kept it in repair. These conditions seem to have not been fulfilled, as a new petition was made for a wharf in Hunt's Cove:

"beginning at the east corner of Samuel Ayers his land and then extending down against W^m Hunt Jun. his house, as far as may be thought necessary, there being no wharf nor any place thereabout kept in repair fit for such occasions."

This was granted. The location is that now occupied by the old wharf.

Capt. Ammi Ruhaniah Wise owned and occupied the corner where the meeting house of the South Church stands, and there was included in his lot, land on the Cove. He addressed a petition to the Town in 1729, requesting that for the security and safe keeping of his vessels, more especially in the Winter season,

⁹ Ipswich in Mass. Bay, p. 475.

¹⁰ Ipswich in Mass. Bay, pp. 448, 450. "Rush's Wharf," 1737, p. 455.

he may be favored with a grant of some of the flats at the westernmost part of the Great Cove, whereon he purposed to build a wharf, of the same breadth with the front of his close next the said Cove. The Town granted him a location adjoining the land of Mr. Increase How, the tavern keeper. The wharf was built, and when the Wise property was sold to Solomon Giddings Jr., April 9, 1771 (129:121), it included land on the Cove, with the wharf and buildings. Capt. Gideon Parker, who sold the property in 1764, was a shipwright. Solomon Giddings Jr. was of the same craft, and carried on his trade of ship-building, and when he sold to Col. Isaac Dodge in 1785, he specified "the ship-yard lot," 16 square rods (144:122).¹¹ Capt. Augustine Heard sold the Swasey house, with the ship-yard to Dea. Zenas Cushing, in 1855. John Fitts, a leather-dresser by trade, bought of Isaac Fitts of Newbury, an old dwelling with a quarter-acre lot, and a ten-rod lot on the Cove, "bounded north-east upon the landing place known as Rust's wharf," Aug. 20, 1737 (79:185). John Fitts Jr. stated to the Town, March 14, 1733/4, being then a tenant probably, that he thought himself justly entitled to a piece of land before his door, between Capt. Wise's warehouse and his own garden, and wishing to make his title sure, he asked for a grant of the same, binding himself to wharf it up next the river and keep the highway in good repair. His petition was granted, provided that he and his heirs make and maintain a good highway, sixteen feet wide, between his house yard and the granted premises.

Dr. Joseph Manning asked for a grant of 30 feet on the river bank, between Mr. Dodge's mill and the Lime kiln, where he might build a wharf, in 1731, and a committee assigned him a location, beginning 40 feet north of the south corner of the Lime kiln rock, and extending 30 feet into the river. Aaron Stephens had received a grant of a small lot, "by the Lime Pit Rock over against Serg. Hunt's" in 1730, and Thomas Lord was allowed a lot south of Stephens, with 12 rods frontage on the river, in 1732, for a ship-building yard. Thomas Pierce, the Town Crier, had a grant northeast of Stephens, and his house probably stood on the site now occupied by the residence of Mr. Howard Lakeman. An old cellar was disclosed when the foundation of the Lakeman house was laid.

This steep bank, with its nearness to the channel, seems to have been very attractive for boat-landings or wharves and notwithstanding the numerous grants already made, in the year 1737 Henry Wise, Emerson Cogswell, Is^a Knowlton, Daniel Pottar,

¹¹ Ipswich in Mass. Bay, pp. 454, 455.

Thomas Prince and Nathan Jackson preferred their request, "showing that they have built a small boat for the accommodation of a fish-market near said Pierce's," and praying that they may have the improvement of about 8 rods adjoining Pierce's land, "supposing they may have reason to dry & make fish there."

The most important industry that was established here was the distillery. William Hunt sold to Wm. Dodge, baker, his 2 acre lot, and "also all his right to the wharf in Hunt's Cove, April 9, 1745 (91:134). William Dodge Jr. sold to William Story, of Boston, a piece of land near his home, "bounded west on the road leading to my wharf, four and a quarter rods, north on my land purchased of William Hunt, eight rods," Oct. 9, 1765 (125:224). Mr. Story probably built the large distill-house at once. He sold a half interest in the property, with its two distills, two worms, two worm-tubs, etc., to John Heard, May 1, 1770 (128:171), and the rest to his son, William Story Jr. (129:11). Mr. Heard acquired complete title to the property, and for many years the distillery was in active operation, and many vessels from the West Indies discharged their freight of molasses at the neighboring wharf. He sold a small lot, with half the wharf adjoining, to Richard Lakeman Jr., Dec. 13:1805 (236:226), and conveyed the distillery to his son, George W. Heard, Feb. 10, 1818 (217:234). Mr. George W. Heard "now considerably engaged in the distilling business, and as the depth of water in the Cove adjoining his distill-house is not sufficient for coasting vessels of sufficient burthen to be brought to the wharf now made," petitioned for leave to build and erect a wharf from the ledge of rocks near the corner of Capt. Ebenezer Caldwell's land. The committee to which the request was referred, recommended a grant, beginning at the ledge of rocks on the south-east side of the Cove near Capt. Ebenezer Caldwell's land, then west 100 ft., with a breadth of 45 ft., measuring from low water mark to the bank of said Cove, with the privilege of a cart way over the Town land, and the recommendation was adopted on April 6, 1818. The question of title arose some years later, and the committee of investigation regarding the Town landings¹² reported that the evidence of many showed that the landing and the wharf adjoined the wharf of John Heard was a free public landing. The wharf had been repaired by Surveyors. No private person ever demanded wharfage until two years since, about which time George W. Heard enlarged the wharf and has demanded wharfage. Their conclusion was singularly easy-going:

¹² The Committee reported the bounds of the Town landing in the Cove and the Heard wharf, March 29, 1832.

"We have asked him to show title. He says it is too much trouble to look up and the town must prove he has no title."¹³

Regarding the name "Turkey Shore," Rev. Mr. Frisbie, pastor of the First Church, wrote a letter in 1804, regarding Rev. William Hubbard, who married for his second wife, Mary, the widow of Samuel Pierce:

"Mr. Foster, a Deacon of Dr. Dana's Society, ninety years old, whose memory is good, says that he lived in a house about 100 rods from Dr. Dana's meeting house, near the high banks of Ipswich River, commonly known here by the name of Turkey shore, and of his house (i. e. Rev. William Hubbard's) the place and cellar is yet to be seen."¹⁴

Continuing down the river, the high steep bank on the south side seems to have offered no facilities for landing, but as soon as the easier slope was reached, the wharf privileges were again sought. Daniel Hovey had bought land of William Knowlton, and he received permit to build a wharf "against ground he bought of William Knowlton," in 1659, now owned by Mr. Robert S. Kimball. In the year 1652 he received from the Town liberty "to set his fence down to the river at the ground bought of William Knowlton, making a stile at each end, and the land still notwithstanding is the Town's." In the original land grants along the river side, the Town reserved a way two rods wide for public use. It is specified in the grant to George Carr, near the house of the late I. A. Rogers, on the north side of the river, in the year 1635:

"George Carr is possessed of a house lott about half an acre butting on the South upon the Town River on the East by a planting lott of his own on the North by a planting lott of Daniel Clarke's with liberty granted him to fence the sayd house lott as low as the low water mark provided that he leave a way or gate for passage, according to a former Town order of freedom for [] by the river."

A similar reservation is indicated in the vote of Jan. 11, 1640:

"It is agreed that Thomas Clarke shall have liberty to sett downe Tan fats at the end of his planting lott upon the two rouds reserved by the River."

Clarke's tannery was on Water Street, between Sumner and Hovey Streets. The same two-rod way is recognized in the deed of Moses Treadwell to James Safford of an acre by the river side, April 7, 1818 (222:202), now included in the County House lot: "reserving any right that the Town of Ipswich may have of

¹³ Ipswich in Mass. Bay, p. 412.

¹⁴ Mass. Historical Society Collection, Series I:32.

turning or tracking vessels or boats up and down the river or passing over the land for that purpose."

In this case there is reason to believe that there was a well travelled way on the river bank from Green Lane, which was anciently known as Bridge Street, to the foot-bridge at the lower falls. Though a bridge was petitioned for at the foot of Green Street, none was ever built until —

A Committee to view the Common Lands of the Town reported on October 8, 1668:

" . . . And on the Towne River parcels of Thatch banks by Mr. Borman's island by John Perkins his Island (less two rod from highwater mark reserved by the Towne on each side the Town River) . . ."

Daniel Hovey Sen. of Quaboag sold Abraham Perkins half an acre on the bank of the river,

"extending on the other sides toward the river within two rods of high water mark."

A committee to lay out reserves on the north side of the river, reported their doings on January 27, 1700/1:

" . . . they went about the middle of September, 1700, and beginning at the eastern side of that marsh y^t formerly was Ensign Howlett's by y^e River side from thence they went all the way that marsh went which Ips^{ch} Selectmen sold to Payne's Creek, leaving a rodd distance all y^e way between s^d marsh & High water at ordinary Nep tides all y^e way as y^e River runs making many marks for bounds. Lieut. Samuel Appleton, Maj^r Francis Wainwright & Thomas Lovell Sen. Lay^d out a way a Rod & halfe wide & sett stakes on both sides. The same all y^e way from Manning's Neck to Robinson's Creek.

Two other grants were made in the vicinity of Daniel Hovey's land. Simon Wood, James Fuller and Daniel Ringe received a grant of seventy feet front, bordering on the land of Thomas Smith, near Daniel Hovey's, on March 4, 1691/2; and shortly after, William Haywood, or Howard, and Joseph Fuller asked for a similar grant near by. In 1756, William Dodge petitioned for 45 feet, down to low water mark, by the land of Silvanus Lakeman. Grant was made, with the usual provisos, and the special condition that

"the petitioner does not cumber or impede the cart passage over the river between said wharf and the land of William Robins heirs with cables, anchors, Fastes or otherwise."

The allusion to the "cart passage" is interesting. William Robins Jr. bought the Thomas Smith lot in 1728, and it passed eventually to Wm. Fuller Andrews, and latterly to Josiah Mann

and Frank Burke. It shows that the road which leads down to the river at this point, which is mentioned in very early deeds, was the approach to an old ford-way over the river, which was a convenient way of communication between the eastern end of the Town and the lands and the Bay Road on the south side of the river.

The mention of cables, anchors and fasts, suggests that Mr. Dodge planned a substantial structure. It was built so well and strong, that it was still in use in 1819, when Ebenezer Caldwell and his wife Mercy, granddaughter of the builder, sold it to George W. Heard (218:277), and when Augustine and George W. Heard sold it to Benjamin Kimball and Silvanus Caldwell, Sept. 25, 1838, it measured still 45 feet, and was "under the same conditions granted by the Town in 1756" (322:171). In the days when the distillery was in full swing many West India cargoes were unloaded here.

Sergeant Thomas Clarke and Robert Pierce received a grant of wharf privilege near Clarke's land in 1662. Thomas Smith, a tailor, bought the Clark property in 1694, and in 1729, William Urann petitioned for and received a 30 foot grant before the house of his father-in-law, Thomas Smith, to lay up his vessel.

Deacon Moses Pengry, the salt maker, built a house on the lot, now occupied by the old Sutton house, which he bought of Jacob Foster in 1673, and conveyed it to his son Moses, July 2, 1684 (Ips. Deeds 5:96). The Deacon asked and received "liberty for his son Moses to have liberty upon the bank by Jacob Foster's land to build vessels, provided he does not interrupt the highway," in 1673. A shipyard was in operation here for many years, and Summer Street was long known as Shipyard Lane.

The river bank on the north side of the river was low, affording easy access to the water, and was near the more thickly settled portion of the town. Grants for wharves began to be made at a very early date, and some of the structures then erected were or came to be, the wharves which still remain.

On Dec. 3, 1641, liberty was granted to Mr. William Payne to build a warehouse and wharf, the conditions being left for further consideration. In 1681, the petition of Simon Stace to build a wharf was granted. He asked for a location forty feet in length on the highway, "where Mr. Paine's brew-house or warehouse was." The Town refused this, but the committee

"laid out to said Stace 40 foote of land beginning at the eastern end of a stone that is about 132 foote from the west end of the Town wharfe."

Mr. Stace built his wharf forthwith but came again to the Town, in February, 1684/5, entreating it

"to grant me liberty to carry out the uper end of my wharfe one rod in length next the bank, that it may be so much longer next the bank than it now is by the River, it being no damage to any man excepting myself, having laid out allmost ten pounds and not received ten shillings."

Francis Wainwright was authorized in 1667 to build a wharf against his warehouse, and again in 1685 he had permission to make fifty feet of wharf below Ensign Simon Stacy. Francis and John Wainwright represented that they had already "been at great charge to build a wharf." Their wharf was not kept in good repair, however, and the Town voted, in March, 1704/5, that any persons who would help in repairing Col. and Major Wainwright's wharf might have liberty to use the same. "Col. and Major Wainwright granted this liberty in open Town meeting."

The Town voted again, March 6, 1710/11:

"That the Selectmen view Mr. Wainwright's wharfe & consider what it will cost to repair it for y^e Town's benefitt & make report y^r off to the Town att the next meeting, also to view Mr. Farley's bridge y^t leads to his Mill about repair^s y^r off."

John Wainwright and Samuel Appleton Jr. both largely engaged in mercantile enterprises, asked for another grant of about forty-five feet of the flats at the easterly side of Mr. Wainwright's wharf in July, 1722, which was granted in the following January.

"They will be at the expense of keeping up & repairing at their own cost a considerable piece of very bad way which costs the Town much labor & time now in repairing, and the flats they propose to wharf & set a salt house on are of no use to the Town, while the fishing & trading industry will have advantage."

The Wainwright heirs sold their interest to Jeremiah Staniford, Dec. 7, 1773 (147:141), and it was known as Staniford's wharf until Richard Lakeman bought a controlling interest from Ebenezer Staniford in 1804 (173:241) and 1813 (201:117), John Newmarch Jr. owning one-third (173:241). It was now known as Lakeman's wharf, and was used by Capt. Lakeman in his extensive fishing business. The Newmarch heirs sold their interest to Sylvanus Caldwell, June 9, 1856 (627:275). Ebenezer Lakeman conveyed the two-thirds conveyed to him by his grandfather, Capt. Richard Lakeman, to Capt. Richard T. Dodge, May 11, 1868 (850:260), who carried on a large coal business and built the coal sheds.

Symon Stace sold his wharf property to John Holland, Jan. 8, 1694/5 (94:111). The deed describes the bounds, "one end of it by Mr. Wainwright's land, y^e other by common land." The Holland heirs conveyed to Thomas Wells, land with a house, bounded on the east by the "way leading on to Wainwright's wharf, on the west end by common land," May 17, 1747 (90:201). Jonathan Wells sold to Dr. John Calef, physician and merchant, whose Tory sentiments obliged him to leave his business operations and his home at the beginning of the Revolutionary war, Dec. 28, 1761 (115:211). Dr. Calef sold a third to Captain John Smith, April 4, 1765 (117:102), a third to Samuel Sawyer on the same date (128:221), and a third to John Heard, "now known as Calef and Sawyer's wharf and warehouse," March 22, 1777 (135:264). Samuel Sawyer acquired another third by purchase from Aaron Smith, son of Capt. John, April 17, 1771 (160:201), and sold a third to Thomas Dodge, July 8, 1786 (160:266), who conveyed the same to Capt. Ephraim Kendall, June 13, 1796 (162:74). It was owned successively by Jonathan Kendall, Oct. 5, 1804 (188:220), David Pulsifer, June 3, 1809 (190:9, 10), George W. Heard, July 8, 1824 (240:66), Aaron P. Lord, Mar. 26, 1836 (319:230).

Mr. Lord married Sarah Sawyer, Aug. 28, 1823. . . . He conveyed two-thirds of the wharf and land "beginning at the westerly corner thereof at a stone, and thence running north east" 5 rods 20 lying in common with the other third owned by heirs of Samuel Sawyer to Ebenezer Cogswell, June 7, 1842 (376:130). Joseph and Ebenezer Cogswell acquired the other third, Marc 27, 1847 (380:37), and sold the whole property to Sylvanus Caldwell, Nov. 14, 1849 (433:202). His heirs sold to Aaron Cogswell an undivided half of Sawyer's wharf and an undivided third of the adjoining "Wainwright wharf, now Lake-man's" (715:178).

The grant to Simon Stace in 1681 was bounded on its western corner by "a stone that is about 132 foote from the west end of the Town wharfe." The Town voted in 1653:

"The Surveyors shall have power to call out all the Town one day work both men and teams to the filling up of a wharf and mending the street against it."

The wharf was built but was not properly completed, as is evident from the vote:

"13:8:1659.

"The Selectmen being informed that the wharf is in danger to be carried away this winter for want of filling up do order the surveyor of highways to take care thereof and to warn such

as they shall judge meet to cutt faggots and carts to carry them in and there to land it up under such penalty as they are liable to for defect in other highway worke."

The Town voted further, May 23, 1734, that Ensign George Hart be wharffinger at the Town wharf near his house,¹⁵ and that the Selectmen agree with him for his trouble, he being authorized to demand and receive toll. On March 11, 1736/7, Ensign Hart chosen to have oversight of the Town's wharf, lately rebuilt near his house, and if any persons neglected to pay toll within six days after demand was made, he was empowered to prosecute. No further mention of it occurs in the Town records. It may be that it occupied a portion of the space still included in the Town landing.

Obadiah Wood, a "biskett-baker," was the original owner of the land bounded by Water Street on the south. Capt. Andrew Diamond, who had large fishing interests with Francis Wainwright at the Isles of Shoals, and had his wharf and fish stages at "Diamond Stage," acquired the corner lot in 1673, and later, Captain York, the next owner, sold a quarter acre lot on the west side of his house lot to Jabesh Sweet, April 17:1713 (25:267). Nathaniel Tuckerman owned another small lot adjoining Sweet's in 1690, and west of this was the lot of Peter Peniwell, mariner. These lots apparently did not reach to low water, and there was some disputing as to title.

Capt. Diamond may have had a wharf near his dwelling. Captain Samuel York, who bought from the Diamond heirs, April 28, 1713 (25:197), certainly had such a convenience. His widow, Mary, conveyed a part to John Manning (176:179), and Samuel Griffing and his wife, Hannah, daughter of Captain York, and administrators of the widow's estate, sold a half acre with the wharf in 1772 to John Berry (130:233), who conveyed to Abraham Dodge in 1773 (133:160), who sold to Capt. Moses Harris in 1777 (139:118). This deed describes the lot, and continues, "thence athwart said highway down to the river at low water mark, south by the river down to the Town landing and said highway, about 60 feet, excepting the highway." The widow of Moses Harris conveyed a third of the wharf to Thomas Hodgkins, 1789 (156:145), who sold to Benjamin Averill, May, 1793 (156:149), including "the landing and landing on the front of sd. premises, to the river." Benjamin conveyed to Warren Averill (809:1).

¹⁵ Ensign George Hart bought a house and land, part of the Hovey land on the south side of the river, June 5, 1718. Ipswich in Mass. Bay, p. 483.

The deed of Captain York to Jabesh Sweet granted him the free use of the wharf. The administrator of the estate of Mary Sweet sold to Isaac Dodge, with the use of the wharf, Aug. 29, 1778 (142:141). Mr. Dodge sold the northeast half of the house on the lot to David Pulcifer in 1795 (159:205), and he had previously sold the other half to Abraham Perkins, Dec. 27, 1779 (138:112). Mr. Pulcifer sold to his son, Bickford, with 3/7 of the undivided half of the land on the water side, Nov. 1797 (162:275). He acquired the other half of the house and land from the Perkins heirs in 1833 (268:163), and conveyed to his son David, in 1836 (294:276), who sold the house and lot and wharf to James Damon, May 24:1875 (936:4).

The Tuckerman lot¹⁶ was owned successively by Richard Holland, 1711, Edward Eveleth, 1717, and was sold by the administrator of the latter to Capt. William Start, Oct. 6, 1726 (47:203). The Penniwell lot adjoining was owned by Zaccheus Newmarch in 1690, John Harris in 1696, who sold his house and land to Thomas Harris Jr. in 1723 (43:260). Capt. Start addressed a petition to the Town on March 4, 1728/9, praying that as he lives "by the water side and by the fishery, he may for his accommodation as well as for the benefit of the highway before his front have a grant of the land to begin next to the grant made to Andrew Sargeant dec'd Anno 1665 & so running up the river within ten feet of land petitioned for by Capt. Perkins and he will wharf out the same."

On the same date action was taken on the petition of Capt. Stephen Perkins for about 20 feet of front to extend easterly from the head of his wharf, "for enlarging the same for his accommodation in laying his vessels and also for enlarging the way there, so that a Team and cart may turn without difficulty, which at present cannot be done."

The Committee reported favorably,

"notwithstanding Mr. Harris lays claim to it, but we could not find said Harris had any right to the land petitioned for and further than the highway."

Both petitions were granted, conditioned on improvement in two years. Apparently the petition of Capt. Perkins covered land opposite Mr. Harris's lot. The grant to Andrew Sargent in 1685, was made in answer to his request for a wharf lot against his land, "which is now very much washed away by the freshet almost to my fence which maketh it very unfit for anybody to pass that way." Apparently he occupied the land afterwards owned by Jabesh Sweet.

¹⁶ Ipswich in Mass. Bay, p. 406.

After the death of Capt. Perkins, his heirs sold the warehouse and wharf to Thomas Harris Jr., the aggrieved neighbor, "bounded northwest by a path adjoining Harris's orchard, north by a landing place down to low water mark, and south west from low water mark by y^e Rocky point up to y^e path first mentioned." 1733 (70:13, 14.)

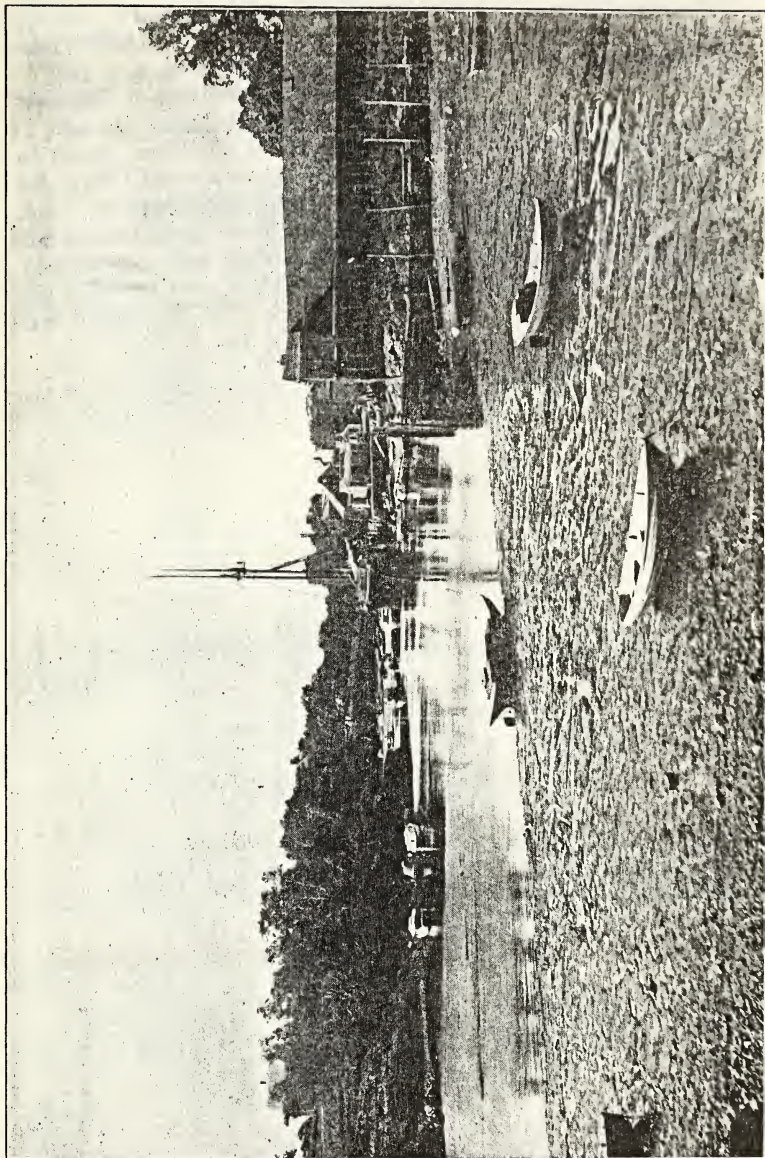
The William Start property was conveyed by George Start of Boxford and others to Francis Pulcifer, Oct. 24, 1758 (107:90), who conveyed to William Galloway, June 21, 1760 (108:246). Josiah Caldwell and others sold the same to Josiah Lord, with wharf, Oct. 26, 1839 (315:291). Josiah Lord sold the same to Ebenezer Pulcifer, Dec. 16, 1847 (391:148), who sold to his brother, David, who included it, with wharf it carried with it, in his sale to James Damon, in May, 1875.

The Perkins wharf and the house lot were sold by Moses Harris to Francis Pulcifer Jr., March 22, 1873 (134:78). His administrator conveyed to John Stanwood, June 27, 1809 (187:233).

These three wharves, Averill's, Pulcifer's, and Stanwood's, were separated from each other by intervening docks or landings, where coasters and fishermen were laid up for the winter. A contention arose as to these landings, and a committee made a report to the Town Meeting, April 7, 1834, defining the limits of the Town landing between Stanwood's and Pulcifer's wharves, which was accepted and put on file. The Selectmen were authorized to remove any stones or other obstacles to the public use of the landing. In the Spring of 1836, Ebenezer Pulcifer had taken the landing into his own possession. A committee was appointed to see what title he had, but the report was indefinitely postponed. As late as 1860, the old schooners Helena and Boxer were wintered there. Eventually, with the decay of the local fleet, these slips came to be regarded as useless, and as a measure of economy, later owners built a continuous front wall and filled the old landings.

Aaron Wallis and others came to the Town on February 18, 1836, with a plan for the improvement of the flats adjoining East Street, below Lakeman's Wharf. They preferred the request:

"That the Town would grant all its right to the upland, flats and water north of Lakeman's wharf (so called), south east of East St. to a passage way or street leading to Thomas Spiller's house, thence by said passage way or street to a point opposite and distant about 50 feet called Spiller's Point on the margin of the river, thence south west to said Spiller's Pt. for the purpose of converting the same into a mill pond for grain and other



WHARF — LOWER RIVER

mills by constructing a wharf, Wharves or Dam from said Spiller's Pt. on a curve line to the north east corner of Lake-man's Whf."

This was referred to a committee, and when the committee reported, it was postponed indefinitely.

The old wharf higher up the stream, now in the last stages of decay, was built by Stephen Baker Jr., who bought the house lot, with Gilbert Conant as a partner, and opened a lumber yard, April 29:1836 (289:180). After passing through several owners, the lot and wharf were purchased by Lewis Choate, April 1, 1854 (519:250). He built many vessels, fishermen and coasters, in his shipyard near the house, launching them on the west side of the wharf.

THE IPSWICH HISTORICAL SOCIETY

The Annual Meeting of the Ipswich Historical Society was held on Monday, December 4th, 1922. The officers were elected as follows:

Honorary President—FRANCIS R. APPLETON,

Acting President—RALPH W. BURNHAM.

Vice Presidents—HOWARD N. DOUGHTY, JAMES H. PROCTOR.

Secretary—MRS. T. F. WATERS.

Treasurer—CHARLES M. KELLY.

Directors—MISS SARAH E. LAKEMAN, JAMES S. ROBINSON,
HENRY S. SPAULDING, ROBERT S. KIMBALL, DR. FRANK W. KEYES,
DR. J. D. BARNEY.

ANNUAL REPORT

FOR THE YEAR ENDING NOVEMBER 30, 1922.

1921				
Dec. 1	Balance	\$251.83	Printing	\$11.95
	Annual dues	465.00	Postage	10.96
	Sale of books	14.41	Association dues	2.00
	Whipple House:		Miscellaneous	16.55
	Door fees and		Whipple House:	
	books	65.00	Fuel	\$186.30
	Annual supper	192.76	Water	11.00
			Repairs	67.85
			Insurance	65.85
			Police service	8.10
				<u>339.10</u>
			Balance	608.44
				<u>989.00</u>
		<u>\$989.00</u>		\$989.00

IN ACCOUNT WITH IPSWICH SAVINGS BANK.

1921			
Dec. 1	Balance,		\$1,280.00
	Interest on deposit,	\$52.50	
	Interest on 2nd Liberty Loan	129.63	
	Interest on 3rd Liberty Loan	425.00	
			<u>607.13</u>
	Income from investments		205.69
	Proceeds of exhibition		<u>2,092.82</u>
			\$2,092.82

CHARLES M. KELLY, *Treasurer.*

THE MEMORIAL BUILDING FUND

Ipswich Savings Bank	\$2,092.82
U. S. Second Liberty Loan	3,050.00
U. S. Third Liberty Loan	10,000.00
	\$15,142.82

FORM OF BEQUEST.

I give, devise and bequeath to the Ipswich Historical Society, Inc., the sum of.....
to be applied to the erection and maintenance of a fireproof Memorial Building.

.....

MEMBERS

LIFE MEMBERS.

William Sumner Appleton	Boston, Mass.
Albert Farwell Bemis	Boston, Mass.
Ralph W. Burnham	Ipswich, Mass.
Richard T. Crane, Jr.	Chicago, Ill.
Mrs. Richard T. Crane, Jr.	Chicago, Ill.
Cornelius Crane	Chicago, Ill.
Florence Crane	Chicago, Ill.
Miss Alice R. Hartshorn	Taunton, Mass.
Benjamin Kimball	Boston, Mass.
Mrs. Lora A. Littlefield	Brookline, Mass.
Miss Katherine Loring	Prides Crossing, Mass.
Arthur R. Lord	Chicago, Ill.
William G. Low	Brooklyn, N. Y.
Mrs. Marietta K. Martin	Ipswich, Mass.
Nathan Matthews	Boston, Mass.
George Prescott	Rowley, Mass.
James H. Proctor	Ipswich, Mass.
Thomas E. Proctor	Topsfield, Mass.
Charles G. Rice	Ipswich, Mass.
John L. Saltonstall	Beverly, Mass.
Mrs. Charles P. Searle	Boston, Mass.
John E. Searles	Boston, Mass.
Mrs. Chester P. Seims	New York, N. Y.
John Carey Spring	Boston, Mass.
Mrs. Julia Appleton Spring	Boston, Mass.
Eben B. Symonds	Salem, Mass.
Mrs. Ella C. Taylor	Boston, Mass.
Bayard Tuckerman, Jr.	Hamilton, Mass.
Mrs. Harold D. Walker	Boston, Mass.
Mrs. T. Frank Waters	Ipswich, Mass.
Sherman L. Whipple	Boston, Mass.

RESIDENT MEMBERS.

Francis R. Appleton	Mrs. Alice L. Blake
Mrs. Francis R. Appleton	Mrs. Emma B. Bolles
Francis R. Appleton, Jr.	Norman J. Bolles
James W. Appleton	Edward C. Brooks
Randolph M. Appleton	A. Story Brown
Charles Arthur	Fred A. Brown
Mrs. Nellie T. Auger	Frank M. Burke
Eben H. Bailey	Mrs. Nellie M. Burnham
Dr. George G. Bailey	Jeremiah Campbell
Charles W. Bamford	Mrs. Genevieve Campbell
G. Adrien Barker	Miss Marietta Clark
George E. Barnard	Philip E. Clarke
Mrs. Kate S. Barnard	Miss Harriet D. Condon

Arthur C. Damon
 Mrs. Bessie B. Damon
 Miss Carrie Damon
 Harry K. Damon
 Mrs. Abbie B. Danforth
 Miss Edith L. Daniels
 Edward L. Darling
 Mrs. Howard Dawson
 Mrs. Grace Davidson
 George G. Dexter
 Miss C. Bertha Dobson
 Miss Grace M. Dodge
 Mrs. Arthur W. Dow
 Howard N. Doughty
 Mrs. Howard N. Doughty
 Mrs. Emeline F. Farley
 George E. Farley
 Miss Abbie M. Fellows
 Henry Garland
 Arthur C. Glover
 Charles E. Goodhue
 Walter F. Gould
 Mrs. Annie T. Grant
 George H. W. Hayes
 Mrs. Maude M. Hayward
 Walter E. Hayward
 Miss Alice Head
 Wayne Henderson
 Joseph I. Horton
 Mrs. Caroline E. Horton
 Arthur Hull
 Charles G. Hull
 Fred R. Hull
 A. Everett Jewett
 Mrs. Harriett M. Johnson
 Miss Ida B. Johnson
 Charles M. Kelly
 Rev. Frederick T. Kenyon
 Mrs. Frederick T. Kenyon
 Fred A. Kimball
 Mrs. Isabel G. Kimball
 Robert S. Kimball
 Miss Bethiah D. Kinsman
 Leonard Kleeb
 Mrs. Leonard Kleeb
 Dr. Frank W. Kyes
 Mrs. Georgie C. Kyes
 Miss Sarah E. Lakeman
 Miss Ellen V. Lang
 Mrs. Mary S. Langdon
 Austin L. Lord
 Mrs. Mabel R. Lord
 Miss Lucy Slade Lord
 Charles L. Lovell
 Mrs. Mary B. Maine
 Herbert W. Mason
 Mrs. Herbert W. Mason
 Eben B. Moulton
 Miss Eleanor Moulton
 Miss Abbie L. Newman
 Rev. Carroll Perry
 Herbert W. Phillip
 Mrs. Herbert W. Phillip
 William H. Rand
 Frank E. Raymond
 William P. Reilly
 William J. Riley
 Mrs. Francis G. Ross
 Mrs. Fred G. Ross
 Mrs. Helene Ross
 Joseph W. Ross, Jr.
 Angus I. Savory
 George A. Schofield
 George A. Schofield, Jr.
 Mrs. Hilda Schofield
 Henry Spaulding
 Miss Alice M. Smith
 Mrs. Fannie E. Smith
 Miss Lucy B. Story
 John J. Sullivan
 Omar Taylor
 Mrs. Alice D. Tenny
 Ward M. Tenny
 Mrs. Florence Thompson
 R. Elbert Titcomb
 Mrs. Miriam W. Titcomb
 Jesse H. Wade
 Miss Emma E. Wait
 Luther Wait
 Ralph C. Whipple
 Mrs. Maud Whipple
 Miss Susan C. Whipple
 Carl Woodbury
 G. Loring Woodbury
 Mrs. G. Loring Woodbury

NON-RESIDENT MEMBERS.

Frederick J. Alley . . . . .	. Hamilton, Mass.
Mrs. Mary G. Alley . . . . .	. Hamilton, Mass.
Mrs. Clara R. Anthony	Brookline, Mass.
Harry E. Bailey . . . . .	. Boston, Mass.
Dr. J. Dellinger Barney . . . . .	. Boston, Mass.
Mrs. J. Dellinger Barney . . . . .	. Boston, Mass.
Wm. Franklin Barrett . . . . .	. Chicago, Ill.
Mrs. Wm. Franklin Barrett . . . . .	. Chicago, Ill.
Mrs. William S. Dedal . . . . .	. St. Louis, Mo.
Henry N. Berry . . . . .	. Lynn, Mass.
Miss E. D. Boardman . . . . .	. Boston, Mass.
Miss Mary Brooks	Gloucester, Mass.
Albert S. Brown . . . . .	. Salem, Mass.
Harry Appleton Brown . . . . .	. Lowell, Mass.
Frank T. Burnham	Charleston, W. Va.
Miss Florence Caldwell	Philadelphia, Penn.
John A. Caldwell	Winchester, Mass.
Mrs. Elizabeth Carlton . . . . .	. Rowley, Mass.
Miss Gertrude Carlton . . . . .	. Rowley, Mass.
Miss Fannie E. Carter	Little Rock, Ark.
Mrs. Ruth Lambert Cheny . . . . .	. Rowley, Mass.
Miss Florence Cleaves	Kittery Point, Me.
Frank E. Cogswell	Lu Verne, Minn.
Harrie W. Davis	Brookline, Mass.
Mrs. Harrie W. Davis	Brookline, Mass.
Edward Dearborn . . . . .	. Lynn, Mass.
Mrs. Mary B. DeBlois . . . . .	. Boston, Mass.
Robert G. Dodge . . . . .	. Boston, Mass.
Mrs. Robert G. Dodge . . . . .	. Boston, Mass.
Mrs. Grace Atkins Dunn	New York, N. Y.
William W. Emerson	Haverhill, Mass.
Mrs. William W. Emerson	Haverhill, Mass.
Miss Ruth L. Emerson	Haverhill, Mass.
Miss Frances Farley	Marblehead, Mass.
Sylvanus C. Farley . . . . .	. Alton, Ill.
Mrs. Pauline S. Fenno . . . . .	. Rowley, Mass.
F. Appleton Flichtner	Southboro, Mass.
William E. Foster	Providence, R. I.
Mrs. William E. Foster	Providence, R. I.
Amos Tuck French	New York, N. Y.
Mrs. Alva H. Gilman	Plainfield, N. J.
Dr. J. L. Goodale . . . . .	. Boston, Mass.
Mrs. Amy M. Haggerty . . . . .	. Baltimore, Md.
Arthur W. Hale	Winchester, Mass.
Mrs. Francis B. Harrington . . . . .	. Boston, Mass.
Clarence L. Hay	Newbury, N. H.
Mrs. Clarence L. Hay	Newbury, N. H.
Mrs. James R. Hooper . . . . .	. Boston, Mass.
William R. Howe . . . . .	. Orange, N. J.
Mrs. William R. Howe . . . . .	. Orange, N. J.
Gerald L. Hoyt	New York, N. Y.
Mrs. Gerald L. Hoyt	New York, N. Y.

Lawrence M. Horton	Lexington, Mass.
Charles H. Houghton	Rowley, Mass.
William P. Hubard	Wheeling, W. Va.
C. Whipple Hyde	Webster Grove, Mo.
Miss Harriet L. Jewett	Haverhill, Mass.
Dr. Howard C. Jewett	Haverhill, Mass.
Alfred V. Kidder	Andover, Mass.
Arthur S. Kimball	Oberlin, Ohio
Mrs. Laura U. Kohn	New York, N. Y.
Curtis E. Lakeman	Larchmont, N. J.
John S. Lawrence	Boston, Mass.
J. Francis Le Baron	Essex, Mass.
Mrs. J. Francis Le Baron	Essex, Mass.
Richard S. Lombard	Boston, Mass.
George R. Lord	Salem, Mass.
Mrs. Mary A. Lord	New York, N. Y.
Mrs. Samuel M. Magoffin	St. Paul, Minn.
Miss Elizabeth M. R. Magoffin	St. Paul, Minn.
Mrs. Frances E. Markoe	Pennlyn, Penn.
Miss Mary F. Marsh	Lynn, Mass.
Mrs. Sarah L. Marsh	Lynn, Mass.
Everard H. Martin	Rome, Italy
Albert R. Merrill	Hamilton, Mass.
Mrs. Sherburn M. Merrill	Boston, Mass.
Miss Nellie Mills	Kent, Conn.
Benjamin P. P. Mosely	Boston, Mass.
Mrs. Benjamin P. P. Mosely	Boston, Mass.
Miss Mary H. Northend	Salem, Mass.
Dr. Robert B. Osgood	Boston, Mass.
Miss Charlotte E. Parker	Marblehead, Mass.
Rev. Robert B. Parker	Marblehead, Mass.
Mrs. Robert B. Parker	Marblehead, Mass.
Agar Ludlow Perkins	Brooklyn, N. Y.
Moritz B. H. Philipp	New York, N. Y.
Augustus N. Rantoul	Boston, Mass.
A. Davidson Remick	Boston, Mass.
James S. Robinson	Boston, Mass.
Mrs. James S. Robinson	Boston, Mass.
Derby Rogers	New Canaan, Conn.
Miss Susan S. Rogers	Boston, Mass.
Mrs. Albert G. Ropes	New York, N. Y.
Mrs. John C. Rousmaniere	New York, N. Y.
Richard W. Searle	Boston, Mass.
Mrs. Anna May Whipple Sherman	Andover, Mass.
Henry P. Smith	Brookline, Mass.
Mrs. Caroline P. Smith	Brookline, Mass.
Mrs. Martha E. Smith	Winchester, Mass.
Theo. W. Smith	Winchester, Mass.
Mrs. Theo. W. Smith	Winchester, Mass.
Charles Sprague	Brookline, Mass.
Harry C. Spiller	Boston, Mass.
Mrs. George B. Stone	Everett, Mass.
Dr. E. W. Taylor	Boston, Mass.
Mrs. Arthur P. Tenney	Haverhill, Mass.

Rev. William G. Thayer	Southboro, Mass.
Dr. Charles W. Townsend	Boston, Mass.
Dr. Ira O. Tracy	Brooklyn, N. Y.
Frank H. Trussell	Hamilton, Mass.
Mrs. Frank H. Trussell	Hamilton, Mass.
Bayard Tuckerman	New York, N. Y.
Mrs. Annie Tuckerman	New York, N. Y.
Mrs. Ruth A. Tuckerman	Boston, Mass.
Miss Marion Thomas	Portland, Ore.
Isaac Rand Thomas	Boston, Mass.
Mrs. Isaac Rand Thomas	Boston, Mass.
Harry W. Tyler	Boston, Mass.
Dr. Herman F. Vickery	Boston, Mass.
Mrs. Herman F. Vickery	Boston, Mass.
Langdon Warner	Philadelphia, Penn.
Roger Sherman Warner	Boston, Mass.
George F. Waters	Fall River, Mass.
Mrs. Sarah E. Wheeler	Concord, Mass.
Mrs. C. W. Whipple	New York, N. Y.
Henry W. Whipple	Cranford, N. J.
Mrs. Henry W. Whipple	Cranford, N. J.
T. H. Bailey Whipple	East Pittsburg, Pa.
Marcus M. Whipple	Dorchester, Mass.
Egerton L. Winthrop, Jr.	New York, N. Y.
Frederick L. Winthrop	Boston, Mass.
Chalmers Wood	New York, N. Y.
Chalmers Wood, Jr.	New York, N. Y.
Charles Morgan Wood	Dayton, Ohio
Chester L. Woodbury	Boston, Mass.
Joseph F. Woods	Boston, Mass.

HONORARY MEMBERS.

John Albee, Jr.	Swampscott, Mass.
Frank C. Farley	South Manchester, Conn.
Mrs. Katherine S. Farley	South Manchester, Conn.
Reginald Foster	Boston, Mass.
Miss Alice A. Gray	Sauquoit, N. Y.
Miss Emily R. Gray	Sauquoit, N. Y.
Albert Farley Heard, 2nd	Boston, Mass.
Mrs. Otis S. Kimball	Boston, Mass.
Miss Sarah S. Kimball	Salem, Mass.
Henry S. Manning	New York, N. Y.
Mrs. Mary W. Manning	New York, N. Y.
Miss Esther Parmenter	Chicopee, Mass.
Denison R. Slade	Brookline, Mass.
Joseph Spiller	Boston, Mass.
Miss Ellen M. Stone	East Lexington, Mass.
W. F. Warner	St. Louis, Mo.

The Ipswich Historical Society was organized in 1890, and incorporated in 1898. It has purchased and restored to its original architecture the ancient house it now occupies, one of the finest specimens of the early Colonial style. It has issued a series of Publications which have now reached to No. XXIII, which are of general interest.

We wish to commend our work and our needs to our own citizens, to those who make their summer home with us, to all, scattered throughout our land, who have an ancestral connection with the old Town, and to any who incline to help us. We can use large funds wisely in sustaining the Society, in erecting and endowing our new building, and in establishing a permanent endowment.

Our membership is of two kinds: An Annual Membership, with yearly dues of \$2.00, which entitles to a copy of the Publications as they are issued, and free entrance to our House with friends; and a Life Membership, with a single payment of \$50.00, which entitles to all the privileges of membership.

Names may be sent at any time to the President. Orders for the Publications will be filled at once.

PUBLICATIONS OF THE IPSWICH HISTORICAL SOCIETY

- I. The Oration by Rev. Washington Choate and the Poem by Rev. Edgar F. Davis, on the 200th Anniversary of the Resistance to the Andros Tax, 1887.
- II to VII, inclusive. Out of print.
- VIII. "The Development of our Town Government," and "Common Lands and Commonage," with the Proceedings at the Annual Meeting, 1899.
- IX. "A History of the old Argilla Road in Ipswich, Massachusetts," by Thomas Franklin Waters.
- X. "The Hotel Cluny of a New England Village," by Sylvester Baxter, and "The History of an Ancient House," with Proceedings at the Annual Meeting, 1900. (See No. XX.)
- XI. "The Meeting House Green and a Study of Houses and Lands in that Vicinity," with Proceedings at the Annual Meeting, Dec. 2, 1901.
- XII. "Thomas Dudley and Simon and Ann Bradstreet." A Study of House Lots to Determine the Location of Their Homes, and the Exercises at the Dedication of Tablets, July 31, 1902, with Proceedings at the Annual Meeting, Dec. 1, 1902.
- XIII. "Fine Thread, Lace and Hosiery in Ipswich," by Joseph Fewkes, and "Ipswich Mills and Factories," by Thomas Franklin Waters, with Proceedings at the Annual Meeting.
- XIV. "The Simple Cobler of Aggawam," by Rev. Nathaniel Ward. A reprint of the 4th edition, published in 1647, with facsimile of title page, preface and headlines, and the exact text, and an Essay, "Nathaniel Ward and the Simple Cobler," by Thomas Franklin Waters, 116 pp., 75 cents, postage 10 cents. A limited edition, printed on heavy paper, bound in boards, price \$1.50, postage prepaid.
- XV. "The Old Bay Road from Saltonstal's Brook and Samuel Appleton's Farm," and "A Genealogy of the Ipswich Descendants of Samuel Appleton," by Thomas Franklin Waters, with Proceedings at the Annual Meeting. Price 75c.
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GLIMPSES OF EVERYDAY LIFE
IN OLD IPSWICH

By THOMAS FRANKLIN WATERS

Printed for the Historical Society

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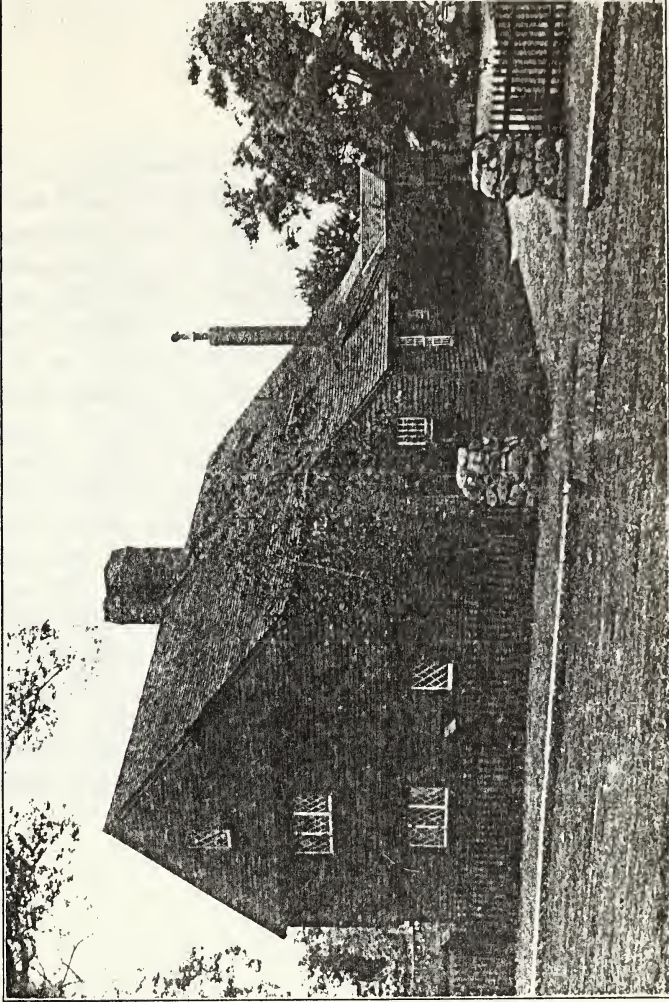
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WHIPPLE HOUSE—HOME OF THE IPSWICH HISTORICAL SOCIETY

It may be of interest to the members of the Society to learn that this pamphlet is reproduced from the identical manuscript used by Mr. Waters in a series of lectures given by him at different times and in various places throughout New England.

Fortunate, indeed, are we that so much of his work was left to us in this form; for it assures us of a continuity of his work and also of the noble spirit in which he wrought. Though dead, he still lives, and his work and his spirit still "carry on." Fortunate, too, are we in the title which he gave to this lecture. It compels a reminiscent mood, and brings to each and all of us a new sense and realization of our indebtedness to those noble men and women whose lives he so faithfully portrays. May the lessons they taught sink more deeply into our own lives and enable us to transmit to coming generations that spirit of devotion still unimpaired.

Needless to say, that this pamphlet gives positive evidence of the same painstaking care, the same fidelity to all recorded facts that characterize all of Mr. Waters' works.

GLIMPSES OF EVERY DAY LIFE IN OLD IPSWICH

Imagine yourselves in the olden time of Ipswich, on the shore of Ipswich Bay and the broad Atlantic, in the early years of the seventeenth century.

The day began before the sun rose. In every household some yawning servant or reluctant son or daughter had been obliged to milk the family cow and drive her to the common gathering place in the South Green or elsewhere and there at a half hour after sunrise, the cow herd with his boys after winding his horn to summon laggards to hasten with their kine, took charge of the herd and with blasts upon their horns, and clanging of the bell, which every animal was obliged to wear, and the lowing of the herd, drive them out to the open commons beyond the limits of the Town, where they watched them all day, to guard them from prowling wild beasts and prevent their straying into the trackless wilderness.

Meanwhile the good wife with her helpers has been busy with the morning meal. Perhaps as the weather is warm, the fire has burnt out in the great fireplace, because there were few live coals to bury under the ashes at bedtime, and now the tinder-box is taken from the mantel shelf, and with deft blows of the flint upon a bit of steel, a shower of sparks is cast upon the charred linen rags, and when this has spread enough to generate a little heat, a hand-made match with its sulphur tipped end, is lighted and the fire started, or if a neighbor is handy, some one may have run thither with a fire pan in hand to borrow some hot coals, if the neighbor's fire has survived the night.

The breakfast is soon prepared, the hot porridge perchance, or short cake, baked on a board or tin before the fire, but the savory smell of coffee is not there, for

neither coffee nor tea found place on the Colonial bill of daily fare until the century was well nigh gone. And if the provision seem to us strange and scant, I fear that the table itself would have seemed forlorn and comfortless. In the families of larger means, the dishes were of pewter—a great pewter platter for the central dish, plates, mugs, salt cellar, pitchers for the milk or beer, if beer was a morning beverage. But for the poorer ones, wooden platters and plates were all that could be afforded, and oftentimes cups and flagons of leather. There were no forks, and when meats were served, there was a deal of handling with the fingers, and unless napkins abounded, there was much inevitably that would seem ill bred and repugnant to our modern tables. But there is a fine flavor of sanctity about the simplest meal. Grace is said before the meal and in many a household, there is a gathering for family prayer before the day's toil begins.

And now, let us walk abroad and see what manner of life prevailed in these old towns and villages, while the perils of the wilderness were everywhere and a new nation was struggling with life.

At eight o'clock we should have seen a sight very strange and not wholly amusing. The pigs of the village were then driven to appointed places of rendezvous as the cows had been at an earlier hour, and the swine herd took them in charge. For many years, that useful but mischievous animal, prone to root and ravage and despoil the gardens, had been a trial. At first, he was allowed to roam through the streets at his own will, but as well grown hogs were so likely to do damage, it was decided that only young pigs, pigged after the first of February, should have unchecked liberty. But even these juveniles could not be trusted and by the year 1645, it was voted that no hogs should go abroad without being yoked and ringed. Finally the Town undertook the care of them and from eight in the morning till four in the afternoon, quiet reigned. But what a grunting and squealing procession.

it must have been, that was driven daily two miles away into the woods.

Cow herd and swine herd, and if we should go afield a few miles, we should find the sheep herd, leading his flock along the appointed sheep-walks and gathering them by night into the folds, where they were safe from wolves and other ravenous beasts. And the goat herd with his flock of goats, and we should have thought no doubt of the old, old England, when the Briton and Roman had been vanquished, and the new English race was just rising into lusty life in the fifth and sixth centuries of this new era, when the soldier, now done with war, built his house and became a farmer and is known now as a free-man, and all around him are the cabins in which are his plowman and cow-herd and ox-herd and swine herd and goat herd, hay-ward and wood-ward, dairy maid and barn man. Yet with all the similarity of life and condition and forest environment, there is this grand distinction, the village cow herd and swine herd is no longer a serf or a slave but a fellow citizen, paid for his toil at an appointed rate. And we may dream that among these quiet cow herds there is another Godwine, the first English statesman who was neither King nor priest, but a man of wit and strength, who rose from the humblest to the highest place. And the shepherds remind of Cuthbert, the saintly monk, who left his flock and taught the peasantry of the truths of Christian faith, and farther back to the days of David and Jacob and Abraham, for the simple life of the earliest times had reappeared again in this wilderness, in which the finest of the English race were laying anew the foundations of a new civic life.

Another of the common domestic animals, the family dog, might have been seen in sorry plight. The Indians taught the white settlers of Plymouth the value of fish as a fertilizer, and the Colony soon learned to prize them. Cod and shad and other fish abounded, and they were buried beside the hills of corn to furnish stimulating

plant food as they decomposed. But the dogs soon learned to scent the buried treasure, and they frequently dug up the fish for their own food. Thereupon in May, 1644, the Town voted that "It is ordered that all doggs, for the space of three weeks after the publishinge thereof, shall have one legg tyed up. If such a dogg should break loose and be found in any corne field, doing any damage, the owner of the dogg shall pay the damages." So the pleasant May and June days were a sad time for the dogs, hopping about on three legs for three long weeks.

But larger and profounder interest would attach to the multitudinous industries which engaged all the men and many of the boys, no doubt, in every community.

Each town was separated from its neighbor by miles of forest, through which there were but few roads and those scarcely passable for a wheeled vehicle of any sort. Travel and traffic was largely on horse-back, and where there was no opportunity of shipping bulky commodities by boat or shallop, each community was compelled to be dependent on itself for almost every article of food, wearing apparel, and domestic consumption.

Hence every man had beside his town lot, usually of two acres, his tillage lot, frequently of six acres assigned him, and beside that scattered farm lands more remote from the center of population and every householder was farmer as well, and raised his crops of corn, English hay, corn, rye, and barley, but little wheat, for wheat flour was rarely used, and our common vegetables of bean, peas, pumpkins, but no potatoes, for the old colonies had flourished for a hundred years before the potato began to be cultivated in a small way, as a special delicacy. To grind the corn the mill was needed, and every water-course that was available for power was dammed, and the sound of the grinding made pleasant music to break the woodland quiet. In this old town of Ipswich the mill privilege was a monopoly, granted to the most aristocratic and pretentious of our earliest citizens, the worshipful Richard Saltonstall, and he retained sole

privilege of grinding the grist for many years, though frequent protest was made against the doings of his hired miller. Thus very early in the history of our land the monopolist began to raise his head, and capital to assert itself as a social power.

Next to the miller the maltster was a very important personage, for ale and beer were the favorite beverage, and the business of malting the barley was a distinct industry.

The butcher, too, was a person of importance, not only to the people, who depended on him for meat, but for a series of craftsmen, who looked to him for the material of their crafts.

The hides of sheep, calves and cows and oxen were given over to the tanner, who had his vats by some convenient brook or by the river side, where water in abundance could be had. The stately hemlocks were felled and stripped of their bark, and this was ground for the tanning and other needful essentials were found near at hand. Then the currier took the hides, well cured and tanned, and split and finished them for sole leather, and upper leather for shoes, and heavy leather for harnesses and some domestic articles, and the glover wrought the sheep skins into chamois, from which he made the gloves, indispensable for comfort as well as for style.

The cordwainer, the ancient and honored progenitor of the now extinct race of shoemakers, selected the stock for his trade and converted it into the boots and shoes, which every family required. That old name now obsolete is of interest in itself. It is derived from cord wain or cordoban, and cordoban is but another form of Cordoba or Cordova, a town in Spain, celebrated for the production of fine leather. A singular reminder here in the wilderness of an old-world industry. Thus we have this family of crafts—butcher, tanner, currier, cordwainer and yet another, for in this old town of Ipswich, which we are exploring was the soap-boiling and potash-mak-

ing establishment in which all the residue of the slaughtered animal was transmuted into useful products.

And now the observing Rambler through the streets and lanes of the old town would have seen the many members of what we may call the guild of builders, though the name is English, and was never used in the Colonies. House building was an intricate and laborious art in an age when machinery was hardly known and each community was self-dependent. The house of that day was not the mushroom structure of today, thrown together hastily and painted and puttied to cover the defects of the wood work. It was honestly built of solid material by many hands, and was a matter of common interest to all whose toil entered into it. The owner of the future home may have begun the long week by hewing the noble trees in the neighboring forest and hauling them, while the snow lay thick, to the place of building, or to the neighboring saw mill, or in primitive times to the saw pit where two men worked the long saw, one above and the other below in a pit dugged for this purpose. The heavy frame timbers were hewn four square by hand for the most part, but all plank boards and fine finishing material were sawed. When the sawer had completed his work, the carpenter began his and the heavy oak frame was raised and boarded. The brick-maker was drawn in for the hard burned bricks for the great chimney, and the broad hearths and fireplaces, though in the earliest times the chimney was of splints of wood laid in cob-fashion and thickly covered with clay, and softer bricks, sometimes bricks dried in the sun, and not fired, were used to fill up the spaces between the studs from sill to plate so that the house was virtually brick-sided, and this was done for warmth and solidity, and not for protection against Indians, I am constrained to believe.

The clapboard river contributed his straight-grained clapboards cleft from the solid log, which were often nailed directly to the studs, without any boarding as in our modern carpentry.

For a roof cover, shingles were used, or a heavy covering of thatch of the tall heavy salt grass, that grows by tidal waters. The thatcher had his trade to himself. The neighboring blacksmith had been hammering for weeks perchance on the nails, bolts, hinges and braces, and whatever else of iron work was needed. The glazier made the windows ready. The bricklayer reared the chimney and daubed the walls and ceiling with his clay daubing on plaster made from burned oyster and clam shells. No paint was used, and paint was not needed when every shingle and clapboard was cleft straight with the grain, and sun and rain could be relied on to tint the structure with a comely color far removed from the barbaric hues that make monstrous contrast with the soft green and blue and the rich hues of autumn in which Nature revels.

Thus the house was a triumph of local skill and industry, a compound of home products. The glass for the windows was the only necessity brought from abroad, for the iron may have been smelted. And when it was finished, the carpenter continued his labors, and oftentimes if appearances do not mislead, the chairs, tables, chests, cheese press and loom were all his handiwork.

Old Ipswich lies by the sea and our rambler may find reminders of the life of the sailor and the fisherman. Here is a busy ship yard in which small but seaworthy crafts are being built and Simon Tumpson, the rope-maker is busy with the cordage with which they will be rigged. And coopers are busy at their noisy craft, making the barrels and casks to ship the fish and the salt provisions for trade, and for the ship men's food. The salt-maker is among his evaporating pans. Fishermen are busy with their fares, splitting and drying them and small, trim craft are being laden with fish, pipe staves and lumber for Barbadoes or St. Christopher, or for Spain, Portugal or the Canary or Madeira Islands. Masts, yards, fir and oak plank, beaver skins and pelts of every sort are being loaded for England, and a newly

arrived vessel is discharging her wines and silks and choice furniture for the rich, and spices and delicacies for the table.

There is a hearty out-door life every where, a well rounded and systematized life. The craftsman is master of his art. He does not work with straining nerves at a certain part of shoe, or garment, or joinery in some stived factory, but deliberately, skilfully at every part of his trade. The toiler is made self reliant and thoughtful. The whole man is called into being.

Looking back, we are not surprised that those colonists made good soldiers and sailors, when wars arose, and we find in this self-centered and independent life, free and strong, the omen and augury of that independent spirit, that would not bear the dictates of the motherland, and at last fought until it was free.

But the life within doors is as interesting as the life without. The woman is as large a factor if not a larger than the man in all that contributed to the comfort of the family. The common round of cooking and house-keeping was no slight task. A deal of romance attaches in our thought today to the huge open fire, a thing of life and beauty, a source of endless pleasure to every one, who can sit at ease and gaze into it. The plainest room, the meanest furniture is glorified by that matchless radiance when darkness has shut out all the world, and everything is in shadow beyond the magic circle of the fire light. But to the patient housewife, vexed it may be with green and ill-cleft wood, prolific of smoke but scant in flame, or scorched and singed with the blaze that is too hot and brisk, doing her cooking by the aid of long spits supported by hooks on the andirons, or with frying pans with huge handles, three or four feet long, baking her bread in Dutch ovens sunk in hot ashes and then covered with them, boiling water, and making her savory soups and stews in great kettles swinging over the hot flames, the open fireplace may have seemed a thing to be delivered from. I love to chat with a bright-

minded old lady past her ninetieth year, who tells of the joyful day in her young womanhood, when her father set up a cook-stove, and the romance of the open fire was supplanted by the convenience of that unpoetic piece of kitchen furniture.

But about this huge, hot fireplace, the daily cookery went on, and the great kettles and spits, toasting irons, frying pans, Dutch ovens and all the paraphernalia of clumsy, heavy, sooty things, were handled over and over again by the patient housekeepers.

Historians will have it that our forefathers lived simply on beans and pea-porridge, and salted codfish, but the inventories of ancient kitchens reveal a goodly supply of cooking utensils, and the barrels of salted meats in the cellar, the fowls and calves, sheep and oxen of the farm, and the abundant game in the forest, and fish in stream, pond and ocean, are suggestive of much good cheer. Gov. John Winthrop describes a famous feast prepared in his honor.

I always like to think that in the kitchens of the low-eaved, big-chimneyed houses of that early time, the good wives were as proud of their cookery as today, and that the bright-minded Puritan women were as adept at the cooking of meals, and pasties, the making of preserves and jellies, puddings and pies, as their husbands and sons at their handicraft. These old housekeepers, too, went to the first principles. They made their own candles, butter and cheese, they dried their apples, they smoked their hams, swung high in the great-throated chimneys. They dried and stored savory herbs for flavoring and for doctoring and for coloring the yarns and fabrics. They went to their gardens as well for the rose leaves and lavender, and the other delicate perfumes, in which their fine feminine taste always rejoiced.

Could we have seen and known the daily toil of the women of that day, we should admire their industry,

their self-reliance, their ingenuity, even in this matter of providing the necessary food for the family.

But I conceive that the Puritan home mother counted this a slight matter. The great, burdensome question in every household, especially of the poorer sort, must have been, "wherewithal shall they be clothed?" A very serious question it was. It was the common custom for girls to marry young. Rev. Jonathan Edwards, the prince of Puritan preachers, married Sarah Pierrepont when she was only seventeen. The great-grandmother of one Ipswich man, who died some years since, was but fifteen when she became a wife. One Ipswich bride of the early days was sixteen, and she lived to see eighty years. Very youthful brides were common. It was the fashion of the day to have large families, ten, twelve, even twenty children, and children were as rugged and reckless of their clothes as now. Ready-made garments were unknown, and money was scarce, to buy the fabrics that the village merchant had for sale. For the most part, from top to toe, the house mother must clothe her household by the toil of her own hands, and of her daughters, as they grew old enough to be of service. Happily doublets of leather, and breeches of leather were in common use for the rough, daily wear, but inner garments and all outer garments of woolen stuff, were the fruit of home industry.

The men sheared the sheep and perhaps washed the wool, but there man's work ceased and woman's work began. And when the morning task of cooking and bedroom work was done and the noontide dinner had been served, the spinning wheel was brought forth, and while one carded the wool and rolled it deftly into long, thin rolls, another spun it into yarn. If it were winter time, and stockings and mittens were in greatest demand, some woman of the household, the old grand-dame in her chimney corner, perhaps, soon knit the coveted garment.

But the jackets and trousers, and stout coats for winter wear were a more serious problem. For weeks and

months the spinning wheel droned, and the yarn was reeled off and knotted and skeined. When the skeins made a goodly pile, they were transferred to the great beam of the loom. Each thread of the warp was passed through the harness. The quills of the shuttles were filled, and then the wearisome and heavy work of weaving began, the same work wrought in the same fashion that the woman of the Indian tribes, and of all races and peoples, the work of Persian, of Egyptian and Hebrew women, the work that the virtuous Lucrece and her maidens were doing when the foul Tarquin burst in.

In old Ipswich, there were some weavers by trade, and in some households the yarn was sent to them to weave into cloth and then on to the fulling mill to be shrunk and finished. The town tailor made the better clothing, perhaps, but a deal of coarser, common work for men's and boys' wear remained, and the mother cut and fitted and finished. Happily, the homespun garments were amazingly strong and durable. On a summer ramble in New Hampshire a few years ago I chanced upon an old man, who declared with pride that he had an overcoat, which his wife made from cloth of her own weaving forty years before, and it was still wearable.

But what of the fabrics for woman's wear, what of sheets, pillow slips, blankets and coverlets, table cloths and napkins, towels, the fine frilled shirts and other underwear? For these, as well, the good wife was responsible, and when her wool spinning and weaving and tailoring were done she began the long, long task of transmuting the flax, growing in the field, into snowy linen.

This was work begun in summer, as soon as the flax was ripe enough for pulling. I will not attempt even the recounting of the wearisome processes, the bunching, the rotting under water, the raking to loosen the woody outer coat, the combing, the bleaching. It was all work that required strength and skill, sometimes the man of the house did the harder parts, but sometimes the women

did it all. Weeks elapsed before the bunch of fine fibres was wound upon the distaff ready for the spinning, and then the weeks of spinning of the fine thread, yards, hundreds of yards, thousands of yards, that must be accumulated before the loom can be threaded and the busy shuttle set flying to and fro. Fortunately the flax spinner sat at her little wheel, and it was light and easily carried, and could be taken to a neighbor's house, and many a busy woman found the needed respite from her monotonous home toil, in neighborly chat and laughter, while the busy fingers did not abate a jot or tittle of their toil, and sometimes there was a spinning bee for some needy or disabled one.

Wonderful samples of the ancient home weaving remain. Sheets and pillow cases, soft and white, yet surprisingly firm and durable, and table cloths, with fine figures inwrought, marvels of patience and taste, stout and warm blankets, and quilts of many patterns, that must have been woven very slowly and with infinite carefulness.

Work, work, work. The old life of Colonial times seems enslaved by it, and as we dwell upon the variety of toil that was incessantly required. And as though the primitive life of the wilderness period did not put burdens enough upon the woman of the household, there were laws passed which required a certain amount of spinning to be done in each household. Never was more ungallant legislation recorded on our public statute books than the edict adopted by men, in legislative assembly, requiring their wives, mothers, daughters, to do what they were already doing cheerfully to make their husbands and fathers and sons comely and warmly clad. But here it stands recorded in the laws.

Even children were obliged to work. I recall nothing in the olden statute books that reveals more perfectly and painfully the grim and solemn temper of those days than a law passed in 1642, which required the "prudential" men of each town "to take care of such [children]

as are sett to keep cattle, be set to some other employment withal, as spinning upon the rock, knitting, weaving tape, etc., and that boys and girls be not suffered to converse together so as may occasion any wanton, dishonest or immodest behaviour."

The "rock" was a hand distaff. Tape was woven on a small and light affair of wood, perforated with holes for the warp threads. It seems like the refinement of cruelty to our modern thought, in which there is so much care for children, that they may be amused, and furnished with playgrounds and encouraged in games and sports, that the luckless Puritan boys and girls, whose lot it was to tend the cows in the woods, should not be allowed to chat pleasantly together, and find what sport they could, instead of being doomed to very quiet and orderly behaviour, and to illustrating that ancient rhyme

How doth the little busy bee
Improve each shining hour.

Our rambler in the old Ipswich must have noted many experiences of child life that would seem hard today. Children went to a school, as now, but beside the school tasks there was much insistence at home on the study of the Bible and catechism. Good Mr. John Norton, the famous Pastor of the Ipswich Church, wrote a catechism which even the men were obliged to learn, and Thomas Scott, a citizen of mature years, was fined because he would not study his catechism. The boys and girls were all drilled in the New England Primer, with its simple Biblical references, and in the Catechisms, and when the Pastor made his call it was a solemn and awful occasion to them. They were drawn up in line before him, and he asked them questions, and reproved them, no doubt, if they failed to answer correctly. It seems to us, as we look backward, that boys in particular had little time for play, and we know that Sunday must have been a hard day, with compulsory attendance on the church services, and when the boys, sitting together on

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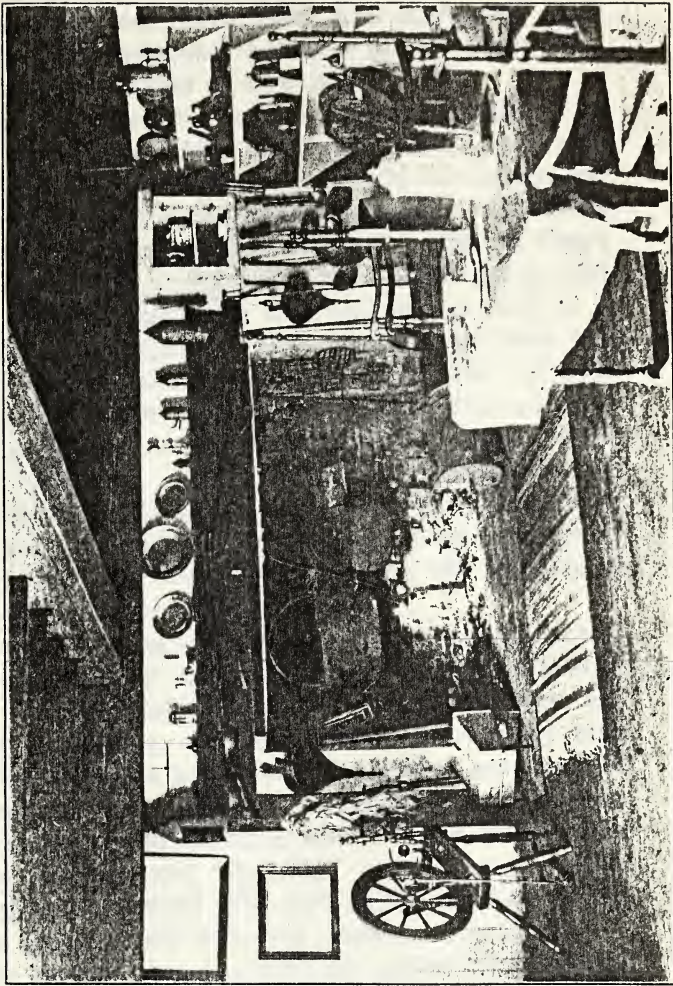
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the pulpit stairs or elsewhere, became over-mischievous they were likely to be pounced upon by the special officer detailed to watch them, taken out and thrashed and led back in more subdued frame for the remainder of the service. I wish that some boy's diary of those days had been preserved that we might know what games they played, and how they amused themselves. But we need not worry. Puritan boys and girls found ways in their own fashion of getting the best their circumstances allowed.

But we query again. What did they read in quiet hours? All the precious books, that generations of children have loved, Robinson Crusoe and Swiss Family Robinson, Arabian Nights, The Leather Stocking Tales, Grimm's Fairy Tales, not to mention the dime novels and stories of pirates and scouts read with fear and trembling, were unwritten. There were no newspapers, and books of any sort were not common. Grown men and women must have been very hungry for reading before they could find much pleasure in the few books of Sermons, and Religious Meditations, that were generally reckoned among the family treasures.

Now the long summer day draws to a close. At four o'clock the swine herd leads back his pigs, at a half hour past sunset the cows are driven back by the cowherds, and the boys select their own from the herd on the Green and drive them home. Tired with the long day's toil the family soon betakes itself to bed.

But the winter brought its own charms, and the evening became the choicest part of the day. Then the family gathered in a circle about the roaring fire, and the evening tasks were lightened by talk of the day, and the homely feast of baked apples, parched corn and roasted chestnuts, with mugs of hot cider for the elder folk. There was not much going abroad by night. The wolves pressed in from their forest lairs, and the sound of their howling was a warning against any travel far from home. The fear of Indian invasion was rarely



KITCHEN IN THE WHIPPLE HOUSE

absent, and the watchmen began their vigils soon after dark. An alarm cry, arm, arm, was appointed, with which they were instructed to rouse the sleeping town, knocking upon the doors as they ran.

Perhaps they cried the hours in time of peace with the same long-drawn "All's well" with which the watch on ship board strikes the bell, and lulls the passengers in their berths. Yet there were bold spirits, who chose the cover of darkness for their misdeeds. The old Court Records reveal the pranks of some. One group was called to task for taking a live calf to the roof of a town toper, Mark Quitter, and dropping it down the capacious flue into the fireplace, to terrify the sot with a vision of Old Bogie, with his hoofs and horns, and for sundry banterings of and insults while he was busy about his barnyard. Another group was brought to bar for abusing the night-watch, tearing up the planks from bridges, and worst of all, for digging up the remains of the old Indian Sagamore and carrying his head on a pole, for which they suffered roundly.

There were inns, in those days, which dispensed strong water, and then as now there was always woe and trouble. At the White Horse, the young men were encouraged to tippling, and they tarried there after nine o'clock, the orthodox hour when the curfew rang and all good Puritans were supposed to retire to their homes. There were games of shovel or shuffle board, which were a tavern pastime, and "dancing" as well, and sundry games of cards, played sily and under the ban of the law, but these things were not viewed with favor.

It may be, too, that the husking parties of a century ago found place in those early times and other gatherings and merry-makings essential in every age to gratify the effervescent spirits of youth. But for the most part I feel the evening was the home time. There were no religious meetings after nightfall. All town meetings were held before sundown.

What a prolific source of a pure, strong, home-loving

race was that quiet evening life of our first century! The homely and simple doings are still the theme of tradition. They had their family pleasures, no doubt. Music brought lightness of heart, not the classic music of today, sung, or played on piano or parlor organ. Neither of these instruments was known, and the only instruments I have seen in ancient inventories were violin or bass viol. They had their ballads as every race, and a few tunes, St. Anne's, Windsor, Martyns, and Old-York, and their singing pleased themselves though it violated every canon of high art.

But song and story, the click of knitting needles, and hum of the wheel, the eating of fireside dainties, came naturally to their end. The family worship was engaged in by all. Then the bright warming pans were charged with hot coals from the fire, and the beds in the freezing cold chambers were made deliciously comfortable after the shivering ordeal of undressing. Last of all, the hot coals were swept together, and covered thickly with ashes.

“Cover the embers, and put out the light;
Toil comes with the morning, and rest with the night.”

GOVERNOR THOMAS DUDLEY IN IPSWICH*

At first thought, it may seem like banishment from congenial society and facing the bareness and hardness of Colonial life in its most forbidding form, when the sturdy Governor, retiring from that honorable office, removed his home to Ipswich. That town had been settled only two years. The life of the hardy colonists, who peopled it, combined the natural struggle with the wilderness with the exposure to the assault of cruel foes.

Hubbard tells us that there was an alarming report that the French were planning a descent from Nova Scotia, which prompted the leaders of the Colony to despatch John Winthrop, the Governor's eldest son, with his baker's dozen of adventurers, to anticipate any such settlement. Word had gone abroad of the fertile soil and the abounding fisheries, and the pinched and suffering settlers at Plymouth had sent some trusty men to view the land and report on the advisability of removal thither. The astute Frenchmen might have looked with covetous eyes on the fair fields of Agawam, so easily accessible from the sea. But whatever the likelihood of French invasion, the possibility of Indian assault was ever in mind. The scant remnant of the local tribe of the Agawams, recently scourged by the pestilence, was not a dangerous neighbor; but the fierce Tarratines of the Maine coast were accustomed to make inroads into these parts, and on one occasion, a fleet of fifty canoes, which had crept stealthily up the river, was frightened away by the cool wit of a young man working on the Island, now called "Treadwell's," who made a brave show of calling an imaginary body of settlers to arms.

* Delivered by Rev. Thomas Franklin Waters at The Dudley Family Association banquet, November 24, 1903.

Removal to such a neighborhood in true Scriptural fashion, with his wife, his daughters and their husbands, may be thought a needless tempting of adverse fate. Happily their fears of threatening foes were never realized, and the only call to arms in those early years was in 1637, when the Pequots rose and the little band of Ipswich soldiers marched many miles away for its first conflict with the dreaded foe. And there was no more primitive living in Ipswich than in Cambridge or Boston or Salem. It was remote indeed from the seat of government, but not so far that Governor Winthrop was not able to walk down from Boston in the first autumn of the new settlement, to exercise the people and make a little visit with his son; and if the round thirty miles perhaps seemed over much for walking, the traveller could find a shallop sailing thither or betake himself to horse.

The times were heroic. Those cultured Englishmen soon learned to face the wilderness conditions bravely. Dudley's home at Cambridge was a plain affair. The fame of over elegance reached Winthrop's ears and he wrote to Dudley:

"He did not well to bestow such cost about wainscotting and adorning his house in the beginning of a plantation both in regard to the expense and the example." To which Mr. Dudley with most commendable moderation, replied— "It was for the warmth of the house and the charge was but little, being but clapboards nailed to the wall in the form of a wainscot."

But this clapboard wainscot secured scarcely more warmth than elegance, as Dudley's letter from Cambridge in 1630 assures us.

"I thought fit to commit to memory our present condition, and what hath befallen us since our arrival here, which I will do shortly after my usual manner, and must do rudely, having yet no table nor other room to write in than by the fireside upon my knee in this sharp winter, to which my family must have leave to resort, though

they break good manners, and make me many times forget what I would say and say what I would not."

The Ipswich home, which was reared before the year 1635 was spent, I make bold to affirm was a better one by far than this. The Ipswich folk were a choice body of well-to-do and refined people. Samuel Symonds was planning to take up his residence there in 1637 and he wrote Winthrop describing in detail the kind of a house he wished to be built under his eye on the Argilla farm—a substantial two-story affair, with two great chimneys and glass windows of the best pattern, and its stout walls filled with clay and clapboarded. An air of homely comfort abides still with the picture of that ancient Ipswich farm house, with its generous roof, and its windows glowing with the great fires within, which our imagination easily creates.

And more helpful still is the house, which the Ipswich Historical Society prizes as its invaluable and incomparable treasure. The original house, the western end of the present edifice, was built in all likelihood before Dudley removed from Ipswich. We may sit in the very room into which the renowned Dudley came, for the excellent John Whipple, Elder of the Ipswich church was reckoned worthy associate for any citizen of the town. We may gaze into the same great fireplace that Dudley sat by and rejoiced in its leaping flames and felt its cheering warmth, and as we taste the comfort and good cheer of that delightful room, we feel no pangs of pity for the family of Dudley in its Ipswich migration.

The gentry of Ipswich built better houses than the Cambridge people, with all their ideas about clapboard wainscot, and as Dudley was a man of comfortable purse, I feel sure that his new home on the warm southern slopes of Town Hill, sheltered by that massive bulwark, from the keen northeast storms, rejoicing in the sunny landscape that stretched away before it, was an abode of comfort and even luxury.

But creature comfort is not the only thing that Ips-

wich offered him. There were choice companionships that in themselves might have allured him thither. John Winthrop, Jr., the leader of the new settlement, is a winsome figure still, a man of pleasant spirit, with mind enriched by academic study, and by unusual privileges of travel and observation. He was a young man then, full of his projects for trade and salt-works and the like, and his larger scheme of the Saybrook colony, which took him away much of the time, but he won the hearts of old and young alike, and when it was rumored that he would leave the Town to take command of the Castle in Boston Harbor, the citizens drew up a memorial of pathetic earnestness, to which they all subscribed their names.

Winthrop's young wife had died in the first year of the new residence in Ipswich, and she was laid in the old burying-ground, hard by Dudley's home. Whenever, in those after years, he was in town he went no doubt to that quiet place, and passing Dudley's door he would have found it easy to look in upon the household.

But Winthrop was a bird of passage, ever on the move. There were others of a more quiet habit. One stands out, above them all, as the man with whom Dudley may have taken sweet counsel, and yet, forsooth, their meeting may have been rather a signal for sharp badinage and the clashing of keen wits, like gleaming sword-play, or the meeting of flint and steel. Nathaniel Ward, a man of Dudley's own age, and both had passed the sixtieth year mark, is the great Ipswich citizen of that period. He had studied at the Puritan College, Emanuel of Cambridge, adopted the profession of law, became a barrister as early as 1615, travelled much, and as an incident of his visit to Heidleberg, the famous theologian Pareus had turned him to the profession of the ministry. He reckoned Sir Francis Bacon and Archbishop Usher among his friends. He came to the ministry in those stern and trying years, when Laud was persecuting the Puritan clergy, and his staunch Puritanism forbade his assent to the Articles. He refused to conform and was

roughly excommunicated. His wife had died, leaving him with three children, and taking them, he forsook home and friends at the age when a man clings to his own, and sailed for the New England beyond the ocean. Nothing reveals the grandeur of his exile for Conscience's sake more clearly than the letter which he wrote Mr. Winthrop, as Christmas drew near, praying him to send him some wheat from the vessel that had arrived.

"I entreat you" he wrote, "to do so much as to speak to him (Mr. Coddington) in my name to reserve some meale and malt and what victuals else he thinks meete, till our River be open. Our church will pay him duly for it. I am very destitute. I have not above 6 bushells of corn left and other things answerable."

Whatever the underlying motive that led Dudley to cast in his lot with the Colony of the Bay, there must have been much secret sympathy between the rich and the prosperous leader and this poor soldier of Jesus Christ. They had both seen and known of the old English life and the talk of the homeland never grew stale. Both looked at the political affairs of the new land with critical eye. Dudley was trained by office-bearing, Ward by his career as a barrister. There was no written code of laws in the Colony and John Cotton and Nath. Ward were designated by the General Court to prepare one. Ward was a man of legal mind and he composed that "Body of Liberties" which was accepted by the Colony and has been likened to Magna Charta, as the foundation of the whole structure of American jurisprudence. That work was not laid upon him until near the close of the period, when it is commonly believed Dudley was resident in Ipswich, but there may have been hours of deep discussion of this great subject at Dudley's home on the hill-side, or before Ward's own fireplace adorned with its notable legend, "Sobrie, juste, pie, laete."

And Ward, I often think, was a man of like temper with the Governor, as occasion required. He wrote a

The first part of the book is devoted to a general history of the United States from its discovery by Columbus in 1492 to the present time. It covers the early years of settlement, the struggle for independence, the formation of the Constitution, and the development of the Union. The second part is a detailed history of the Civil War, from its outbreak in 1861 to its conclusion in 1865. It discusses the causes of the war, the military and political events, and the Reconstruction period that followed. The third part of the book deals with the Reconstruction era, from the end of the Civil War in 1865 to the beginning of the 20th century. It examines the efforts to rebuild the South, the struggle for civil rights, and the rise of the Populist movement. The fourth part covers the period from the beginning of the 20th century to the present. It discusses the Progressive Era, World War I, the Great Depression, World War II, and the Cold War. The book concludes with a chapter on the present state of the United States and its future prospects.

famous satire, "The Simple Cobler of Agawam." He railed at the fashions of the time rabidly.

"When I hear a Gentledame inquire what dress the Queen is in this week, what the nudius tertian of the Court, I look at her as the very gizzard of a trifle, the product of a quarter of a cypher, the Epitome of nothing, fitter to be kickt, if she were of a kickable substance, than either honored or humored."

"To speak moderately, I truly confess it is beyond the ken of my understanding to conceive how those women should have any true grace or valuable virtue, that have so little wit as to disfigure themselves with such exotick garbs as not only dismantles their native lovely lustre, but transclouts them into gaunt bar-geese, ill-shapen, shotten shell-fish, Egyptian hieroglyphics, or at the best into French flirts of the pastry, which a proper English woman should scorn with her heels. It is no marvel they wear drailes on the hinder parts of their heads, having nothing as it seems in the forepart, but a few Squirrel brains to help them frisk in from one ill-favored fortune to another."

Thus this pre-Carlylean Carlyle summons the world to judgment. To Dudley too, the world often seemed out of joint.

But another man of far different temper soon came to Ipswich, a young man, only twenty-five, a fellow graduate from Emanuel, Richard Saltonstall. He was the son of Sir Richard, who came over and settled awhile at Watertown. He sprang into place and prominence at once as a Deputy to General Court, and a judge of the Ipswich Court, then as an Assistant. No sooner was he in the saddle than he ran atilt against whatever opposed him. He assailed the scheme of a life council, and in 1645 single handed and alone he lifted up his voice like a trumpet in the Great and General Court, when Capt. James Smith, master of the ship Rainbow brought into the country two negroes, kidnapped from the Guinea coast. He denounced the heinous act of stealing these

poor blacks as contrary to the law of God and the country, demanded that the officers of the ship be imprisoned, and addressed a petition signed by himself alone, praying that the slaves be returned at the public expense.

He was a man of aristocratic pretensions, as was natural, but of admirable downrightness of character, and the gray-beard ex-Governor might have found a stimulating and agreeable acquaintance in the young scion of English nobility.

John Norton came, another graduate of Emanuel, and the pre-eminent scholar of his day, equally at home in Latin and English, writer of keen polemics at the request of the General Court, when some heretical book needed conclusive answer, and in his later years a Commissioner to England in the troublous times that culminated in the loss of the Charter. Mr. Norton was a conspicuous figure from the time of his arrival in the Colony, and a man of such strong and brilliant parts that every other strong man would seek his acquaintance.

And a passing word is due to the future Deputy Governor, Samuel Symonds, who made a home in Ipswich soon after Dudley came, who was nominated at once for such offices as the Town could offer him and climbed surely upward to high political and judicial rank, a man of most lovable and winsome spirit withal.

In this brilliant group Mr. Dudley must have found an agreeable place. They were profoundly interested in political affairs. Indeed, every minister of the Colonial times was expected to be as much at home in the political arena as in the pulpit. This Ipswich group was exceptionally strong, and when some years later (1643) there was much dissent from Gov. Winthrop's attitude toward the Frenchmen, La-Tour and D'Aulnais, a protest was drawn up and handed the Governor, signed by Saltonstall, Ward and Nathaniel Rogers, John Norton, Simon Bradstreet and Rev. Ezekiel Rogers of Rowley. It was known as the Ipswich Protest, and public opinion was

aroused to such degree that Winthrop failed of re-election.

A hot political ferment was easily aroused in such a community. Was this not a congenial atmosphere for the Governor?

Of his home life in Ipswich, how can we speak aright? Within a stone's throw from his door his daughter Ann, wife of young Simon Bradstreet, made her home, and within ten minutes' easy walk his other daughter, Patience, wife of Daniel Denison, dwelt in comfort in her new abode.

The Bradstreet home was a centre of light. He was of an amiable temper and those very qualities, which made it impossible for him to be an ideal Governor in the days when the issue between King and Colony was so sharply defined, and the result of the struggle was of vast significance to the young Commonwealth, made him a delightful host and husband. Ann Bradstreet, judged by her letters and her books, was an exceptionally affectionate wife and mother. During her residence in Ipswich, her children increased in number and made the mother's lot no easy experience in those primitive times. But her soul was full of music. In her father's ample library perhaps, she had found those poems of Du Bartas that roused her admiration and kindled the secret aspiration to be a poet. Despite her household cares, she began to write and she found in Ipswich a sympathetic and appreciative surrounding. No poet had yet risen on this side of the Ocean, and her verse was hailed as the inspired utterance of the Tenth Muse. Grim Nathaniel Ward, who railed so ungallantly at the female sex in his "Simple Cobbler," paid her his willing tribute of admiration, and when her volume of poems was published, he wrote a poetical preface in a spirit of extravagant praise.

No finer atmosphere, no more ethereal influence, prevailed any other New England home. Into this happy circle Dudley came as father and friend. He found it, I am sure, a sanctuary of rest, a refuge from the cares

and disappointments of his public life, a trysting place with choice, congenial spirits. His grandchildren's prattle, or the reading of the last poem by his daughter, afforded wise diversion, and may have soothed him as David's minstrelsy calmed his monarch's stormy soul.

Deinson was a man of more robust mental frame than Bradstreet. He was a soldier and his military skill was recognized even in his young manhood. He became the captain of the Ipswich company, and because his leadership was so valuable, in later years he received an annual stipend raised by a voluntary subscription. He filled the office of Commander-in-chief of the troops of the Colony for many years. But he was also an Assistant and a useful and influential citizen in every walk of life. Even in his young manhood his character must have been strongly marked. He became the leader of the conservative party in that eventful struggle with the King, and we can believe that from his birth he was an independent, self-reliant soul, a person who thought for himself and did as he thought.

Patience Dudley, his wife, did not achieve fame. Nothing remains to tell us whether she was like or unlike her sister Ann. Perhaps the serenity of their home was conditioned somewhat upon the good wife's exercise of the virtue, which was her name, for Denison in after years was a lover of pre-eminence, and jealous of authority. But he was a keen, strong man withal, and Dudley no doubt found him a stimulating companion, and his home hospitable and pleasant.

I dwell thus upon the home life of Dudley. The simple reason is, that Ipswich was of interest to him only in this capacity. Of public office he held none during his residence. His son-in-law took vigorous hold of the Town life. Winthrop and Saltonstall and Symonds each bore his part in the service of the public. But Dudley's name never occurs, either as member of a Committee on Trade or any of the numerous official boards. The reason may be not that he was resentful of his failure of re-election

as Governor, nor that he looked disdainfully upon Town affairs, nor felt that less dignified office was not becoming after he had held the highest. I incline to believe that he was much interested in public affairs of the greatest moment, and that he was often in Boston. These years were full of exciting events that crowded each upon the other. Salem was the centre of the trouble with Roger Williams that culminated in his banishment, and in Salem the over-zealous Endicott cut the cross from the English ensign as a symbol of Popery. There were matters for the best minds of the Colony to consider and discuss. The Pequot War and the critical time when Mrs. Ann Hutchinson disturbed the peace of the Colony with her irrespressible courses, and the people were likely to be divided into two camps, according as they were under a covenant of grace or a covenant of works, were periods of intense moment. The fact that when the soldiery was divided into two regiments, Dudley was chosen Lieut. Col. of the Boston regiment, though still resident in Ipswich, may indicate that he was credited to that neighborhood.

Be that as it may, he seems to have been dissatisfied early with Ipswich as a permanent abiding place. The letter of the Ipswich citizens to John Winthrop, Jr., under date of June 21st, 1637 alludes to him very regretfully.

“Mr. Dudley’s leaving us hath made us much more desolate and weak than we were, and if we should lose another Magistrate, it would be too great a grief to us, and breach upon us etc.”

This is earlier than his permanent removal is usually dated. In any case, his mind was inclined already to this step, and not long after, leaving his daughters in Ipswich, where Patience lived the rest of her days, and Ann, till 1644, he and his good wife left the Ipswich hill-side and made their home once more near the centre of the public life of the Bay.

THE IPSWICH HISTORICAL SOCIETY

The Annual Meeting of the Ipswich Historical Society was held on Monday, December 1, 1924. The officers were elected as follows.

Honorary President—FRANCIS R. APPLETON.

Acting President—RALPH W. BURNHAM.

Vice Presidents—HOWARD N. DOUGHTY, JAMES H. PROCTOR.

Secretary—MRS. T. F. WATERS.

Treasurer—CHARLES M. KELLY.

Directors—MISS SARAH E. LAKEMAN, HENRY S. SPAULDING,

ROBERT S. KIMBALL, JOSEPH I. HORTON.

Trustees—JOSEPH I. HORTON, CHARLES M. KELLY,

ROBERT S. KIMBALL.

ANNUAL REPORT

FOR THE YEAR ENDING NOVEMBER 30, 1924.

1923				
Dec. 1	Balance	\$639.11	Postage	\$11.00
	Annual dues	483.10	Association dues	2.00
	Estate of S. Bond to provide case for Masonic jewels	50.00	Ipswich Savings Bank (addition to building fund)	200.00
	Miscellaneous	.48	Miscellaneous	11.81
	Whipple House:		Whipple House:	
	Admission fees	71.75	Fuel	127.05
	Books sold	36.50	Water	19.25
	Annual supper	152.79	Insurance	71.60
			Balance, Nov. 30, 1924	991.24
		<hr/>		<hr/>
		\$1,433.83		\$1,433.83

IN ACCOUNT WITH IPSWICH SAVINGS BANK.

1923			
Dec. 1	Balance		\$3,451.25
	Addition to building fund		200.00
	Interest on deposit	\$135.75	
	Interest on U. S. Second L. L. $4\frac{1}{4}$	129.63	
	Interest on U. S. Third L. L. $4\frac{1}{4}$	.425.00	
		<hr/>	690.38
			<hr/>
			\$4,341.63

CAPITAL ACCOUNT.

On deposit in Ipswich Savings Bank	\$4,341.63
U. S. Second Liberty Loan $4\frac{1}{4}$	3,050.00
U. S. Third Liberty Loan $4\frac{1}{4}$	10,000.00
First National Bank, Ipswich, Mass.	9,031.38
	<hr/>
	\$26,423.01

CHARLES M. KELLY, *Treasurer.*

Ipswich, Mass., December 1, 1924.

THE MEMORIAL BUILDING FUND

Ipswich Savings Bank.....	\$2,092.82
U. S. Second Liberty Loan	3,050.00
U. S. Third Liberty Loan	10,000.00
	<hr/>
	\$15,142.82

FORM OF BEQUEST

I give, devise and bequeath to the Ipswich Historical Society, Inc., the sum of.....
to be applied to the erection and maintenance of a fireproof Memorial Building.

.....

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The Ipswich Historical Society was organized in 1890, and incorporated in 1898. It has purchased and restored to its original architecture the ancient house it now occupies, one of the finest specimens of the early Colonial style. It has issued a series of Publications which have now reached to No. XXV, which are of general interest.

We wish to commend our work and our needs to our own citizens, to those who make their summer home with us, to all, scattered throughout our land, who have an ancestral connection with the old Town, and to any who incline to help us. We can use large funds wisely in sustaining the Society, and erecting and endowing our new building, and in establishing a permanent endowment.

Our membership is of two kinds: An Annual Membership, with yearly dues of \$2.00, which entitles to a copy of the Publications as they are issued, and free entrance to our House with friends; and a Life Membership, with a single payment of \$50.00, which entitles to all the privileges of membership.

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- I. **The Oration** by Rev. Washington Choate and the **Poem** by Rev. Edgar F. Davis, on the 200th Anniversary of the Resistance to the Andros Tax, 1887.
- II to VII, inclusive. Out of print.
- VIII. "The Development of our Town Government," and "Common Lands and Commonage," with the Proceedings at the Annual Meeting, 1899.
- IX. "A History of the Old Argilla Road in Ipswich, Massachusetts," by Thomas Franklin Waters.
- X. "The Hotel Cluny of a New England Village," by Sylvester Baxter, and "The History of an Ancient House," with Proceedings at the Annual Meeting, 1900. (See No. XX.)
- XI. "The Meeting House Green and a Study of Houses and Lands in that Vicinity," with Proceedings at the Annual Meeting, Dec. 2, 1901.
- XII. "Thomas Dudley and Simon and Ann Bradstreet." A Study of House Lots to Determine the Location of Their Homes, and the Exercises at the Dedication of Tablets, July 31, 1902, with Proceedings at the Annual Meeting, Dec. 1, 1902.
- XIII. "Fine Thread, Lace and Hosiery in Ipswich," by Joseph Fewkes, and "Ipswich Mills and Factories," by Thomas Franklin Waters, with Proceedings at the Annual Meeting.
- XIV. "The Simple Cobler of Aggawam," by Rev. Nathaniel Ward. A reprint of the 4th edition, published in 1647, with facsimile of title page, preface and headlines, and the exact text, and an Essay, "Nathaniel Ward and the Simple Cobler," by Thomas Franklin Waters, 116 pp., 75 cents, postage 10 cents. A limited edition, printed on heavy paper, bound in boards, price \$1.50 postage prepaid.
- XV. "The Old Bay Road from Saltonstall's Brook and Samuel Appleton's Farm," and "A Genealogy of the Ipswich Descendants of Samuel Appleton," by Thomas Franklin Waters, with Proceedings at the Annual Meeting. Price 75 cents.
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HISTORICAL SOCIETY
XXVI

TWO IPSWICH PATRIOTS

By THOMAS FRANKLIN WATERS
and MRS. EUNICE WHITNEY FARLEY FELTEN

Printed for the Historical Society

1927

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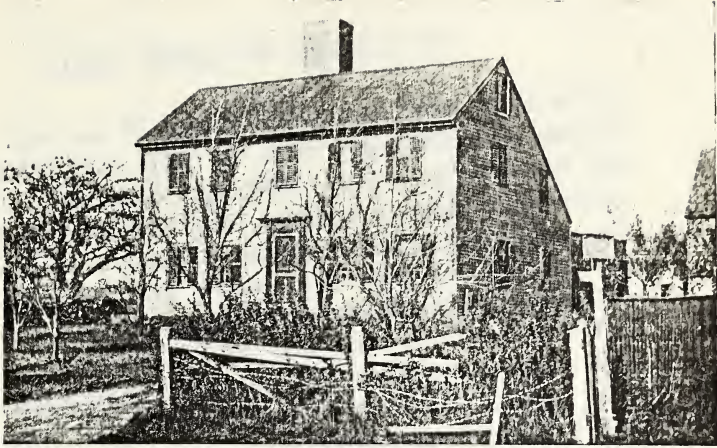
1892

This volume of the Proceedings of the Ipswich Historical Society contains the biography of two men whose lives were devoted to the welfare of the community in which they lived. They took an active interest not only in the local affairs of the Colony, but exerted a strong and virile influence in relation to our dealings with the mother country. They helped to shape our policy in foreign affairs, and when the time of separation from England came, did yeoman service in laying the foundation for our present form of government.

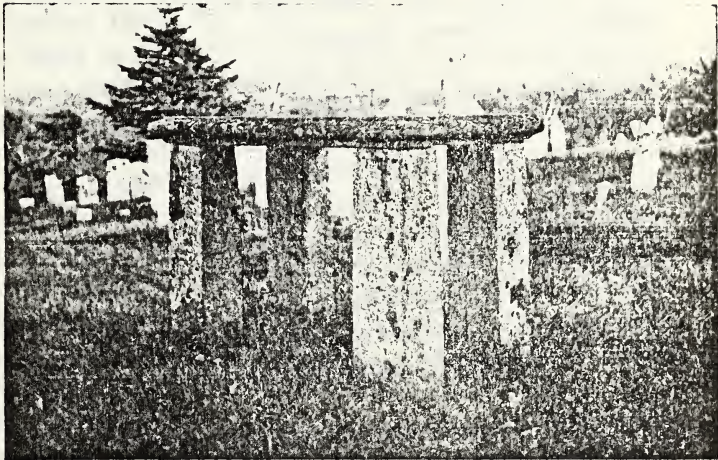
John Wise of Chebacco is a most interesting character, and the record of his work and influence in the Colony has been portrayed by Mr. Waters with a strict fidelity to historic facts. To his untiring energy this contribution is solely due, and gives additional evidence of his zealous regard for the splendid character of the men who did so much toward shaping the best form of government the world has ever known.

The second part of this pamphlet has been contributed by a lineal descendant of Michael Farley, a name that has persisted down to the present time.

It is hoped that the story of "Two Ipswich Patriots" may be of interest to its readers, and give these men the honored place to which their character and their deeds justly entitle them.



HOME OF REV. JOHN WISE, ESSEX, BUILT IN 1703



THE GRAVE OF REV. JOHN WISE

JOHN WISE OF CHEBACCO.

John, the son of Joseph Wise, was born in Roxbury and baptized soon after his birth presumably, on August 15, 1652. The time and place were auspicious for the birth of a child, who was destined to take large views of life and be a weighty factor in some momentous affairs. Roxbury was within easy reach of Boston, and in the times when modes of travel were still primitive and news traveled slowly, this was no small privilege for a bright-minded boy, for significant events were happening then, which must have been known to him.

He was fourteen years old when the General Court was convened in special session on the 11th of September to consider a matter of vital significance to the liberty and independence of the Colony. For many years there had been assaults of various kinds upon the Charter, under which the Colony was founded. As early as 1634, the alarming news had come that the enemies of the Colony were so strong in the royal councils that there was a plan formed of sending over a General Governor and of creating a special commission for the management of all the colonies and the revocation of their charters, with Laud, Archbishop of Canterbury, at its head. The General Court met, decided that a General Governor could not be accepted, and, with perfect understanding of the revolutionary nature of its decision, ordered that all citizens should be trained in military tactics and that a castle should be built in Boston harbor. An immediate conflict was saved only by the chaotic condition of public affairs in England.

In 1638, another demand for the Charter was made, to which Governor Winthrop replied wisely but firmly. Again in 1646, there were plots against their liberties,

and constant misrepresentation of the arbitrary administration of government, and Edward Winslow of Plymouth was sent over to bear and defend a formal declaration by the General Court. "We conceive," that document declared, "that in point of government, we have, granted by patent, such full and ample powers of choosing all officers that shall command and rule over us, of making all laws and rules of obedience, and of a full and final determination of all cases in the administration of justice, that no appeal or other ways of interrupting our proceedings do lie against us."

Such plainness of speech would have provoked conflict, we judge, with a king jealous of his authority; but the days of Charles the First were numbered, and the strong hand of Puritanism demanded his life before he could attempt coercive measures.

With the passing of the Commonwealth, the peace of the Puritan colony was again in peril. The news of Charles the Second's accession was received with suspicion of impending trouble. No official proclamation of his sovereignty was made nor oath of allegiance ordered. It was known that the scheme of sending a General Governor was again revived, and projects for the more rigid enforcement of the navigation laws, for the establishment of Episcopal worship, and for the larger liberty of Quakers, were already under discussion. The critical juncture of affairs was discussed calmly in General Court, in June, 1661, and a committee was appointed "to consider and debate such matter or thing of publicke concernment touching our pattent, lawes, priviledges and duty to his maj'ty as they in their wisdom shall judge most expedient & draw up the result of their apprehensions & present the same to the next session for consideration & approbation, that so (if the will of God be) wee may speake & act the same thing, becoming prudent, honest, conscientious & faithfull men."

The spirit that moved so mightily in Samuel Adams, Otis and Patrick Henry, a century later, is felt in these calm but determined words, and it breathes in every sentence of the report of that committee. They affirmed that under their patent, they were a body politic, vested with power to make freemen, to choose their rulers, to make laws for the government of the people in all ecclesiastical and civil affairs, and defend itself by force of arms from any assault, and that any enactment "prejudicial to the country, contrary to any just law of ours, not repugnant to the lawes of England, to be an infringement of our right."

These bold utterances disturbed the conservative colonists, who deprecated any deliverance that might disturb the peace and prosperity of the Colony. Petitions, urging cautious and diplomatic action, were presented from Ipswich, Newbury and Sudbury. A similar address from citizens of Boston was read. The delicacy of the situation was apparent, and Mr. Bradstreet and Rev. John Norton were sent to England to represent the Colony in the debates of the Council. They returned in September, 1662, bringing word that the King had confirmed the patent, but at the price of very obnoxious concessions on their part. He demanded that the oath of allegiance should be taken, that the administration of justice should be in his name, that the privilege of Episcopal worship should be allowed, that the Lord's supper should be open to all of good and honest lives, and there should be similar enlargement of the franchise.

The Colony delayed answer, and in 1664 the Clarendon commissioners arrived to see how the Charter was maintained, and reconcile the differences between the colonists and the King. This Commission was received coldly and even defiantly. It reported to the King to this effect, and His Majesty wrote to the colonists of Massachusetts Bay "that those who governed the colony of Mass. in

did upon the matter, believe that His Majesty had no jurisdiction over them, but that all persons must acquiesce in their judgments and determinations how unjust soever, and could not appeal to his Majesty." Accordingly he ordered agents to be sent to England.

This determination of royalty to compel recognition in the Colony, and the obvious determination of the men of Massachusetts to resist and affirm its right of self-rule, were likely to clash violently. In all the homes of the Colony there was much talk of the impending danger, and that Roxbury boy, fourteen years old, was waiting anxiously the drift of affairs.

The General Court met, and in very solemn mood. The occasion was one of the most intense and far-reaching significance. Six of the ministers were present by invitation of the Court, and the whole forenoon was spent in prayer, and adjournment was then made until the following day. The next morning petitions from Boston, Salem, Newbury and Ipswich, counselling prudence, were read and considered. Vigorous debate followed, and a reply to the King was adopted:

"We have in all humility given our reasons why we could not submit to the Commissioners and their mandates the last year. . . .

"We must, therefore, commit this our great concernment unto Almighty God, praying and hoping that his Majesty (a prince of so great clemency) will consider the state and condition of his poor and afflicted subjects at such a time, being in imminent danger by the public enemies of our nation, and that in a wilderness far remote from relief."

Weeks, perchance months, elapsed before the defiant message could be borne over the sea and the royal reply returned. War with the mother-land was imminent. A frigate or a squadron might be expected, to compel submission. No thoughtful youth could help forecasting

the future, and the discipline of anxiety and strong determination to uphold the Puritan government wrought maturity of character and strong love of liberty.

When he was seventeen he went to college, and was graduated from Harvard in due course in 1673; but of these years we know nothing. For seven other years, little is heard of him. King Philip's War burst suddenly upon the Colony, and all its resources were taxed to preserve itself from annihilation. The drafts upon the young men of every community were so frequent that scarcely a single able-bodied man could have escaped military service.

In some fashion he had won the favorable regard of the General Court, and in 1680, when the Chebacco Parish was passing through a series of trials incident to the acting minister, Rev. Jeremiah Shepard, he was recommended by the General Court to this church. He was received with favor, and was ordained Pastor on August 12, 1683, and the pastorate then begun was ended only by his death.

The parish was small and overshadowed by the dignity and prominence of the old First Parish, whose pulpit was adorned with the eminent William Hubbard, already renowned as the Historian of the Indian Wars. The venerable Thomas Cobbet was still able to perform some of the duties of his pastorate, and John Rogers, in the very prime of his life, brilliant in scholarship and accomplished in medicine as well as theology, after seventeen years of helpfulness in the ministry, was installed as President of Harvard College on the very day Mr. Wise was formally inducted into his Chebacco pastorate. For many years the Ipswich church had enjoyed the singular privilege of the ministry of a student of Oxford, a graduate of the first class sent out from Harvard, and the future President of their beloved College,—three

men of large reputations and exceptional strength and usefulness.

The atmosphere in which Mr. Wise found himself was stimulating, we conceive. Association with men like these, and with the vigorous men of the Ipswich church, was a rare privilege.

Public affairs, too, were in a disturbed and even disheartening condition. Within a few months of his arrival in his field of labor, a convention was held in Ipswich, to discuss the course to be pursued by the Essex County towns in relation to the Mason claims. Pressing his title to all the lands between the Salem river and the Merrimac under the original grant to his grandfather, John Mason, Robert Mason had succeeded in compelling attention to his claims. The establishment of this claim, which was about to be prosecuted in the courts, would have invalidated every title in all the towns within their limits. All the years of labor in subduing the wilderness and building comfortable homes and prosperous villages, which had been enjoyed now for half a century would have been in vain. The people were intensely concerned in defending their rights and repelling the demands of the claimant.

But the bitterness which was roused by Mason was less perhaps than the distress and alarm which Edward Randolph, the agent of the King, was causing by his vindictive and tireless attacks. He had already drawn up his "Articles of High Misdemeanor" against a faction in the General Court, which he charged with being factious and seditious, and deserving of summary punishment. Among the men whom he proscribed was Major Samuel Appleton of Ipswich, an Assistant, and the famous leader in King Philip's War, and feeling ran high in the old town. William Goodhue, Senior, a conspicuous member of Mr. Wise's parish, was then a member to the lower House, and as he was not mentioned by Randolph

he may have been friendly to the Royal cause. Captain John Appleton, brother of the Major, and one of the most conspicuous men of the town, was a hearty royalist. The town was rent with factions, as sympathy or conviction led the citizens to side with the King or with the Colonists, who demanded practical independence of the Sovereign. The line of cleavage separated fathers from sons, brothers from brother, neighbors and friends from life-long associates.

The minister of Chebacco had a delicate task to lead his flock wisely in such troublous times. The long contention ended at last in the royal decree of June 21, 1684, which vacated the Charter. Massachusetts ceased to be, as a body politic. "The elaborate fabric," says Palfrey, "that had been fifty-four years in building, was levelled with the dust." The General Court was dissolved, all judges and officials of the courts were removed from office, popular elections were at an end. All the machinery of government ceased, and Massachusetts became the private estate of a hostile monarch. Gloom and despair were evident in every face. Charles the Second died, and James the Second came to the throne, Feb. 6, 1684/5, but it was soon found that the change would bring no relief. Joseph Dudley was appointed President of the Council, and the Crown designated his associates.

Armed resistance was impossible in the exhausted financial condition caused by the protracted and disastrous Indian wars; and that strong Puritan party in England, which, in earlier struggles, would have sided enthusiastically with the colonists, had ceased to be. No resort was left to the patriots of New England but to submit to the bitter fate that awaited them as helpless subjects of a distant King, with whom they had nothing in common.

But there began to be mutterings of popular discontent. A Popular Fast was proclaimed, but some refused

to observe it in Rowley and Ipswich, and a justice was forthwith despatched to hold court there and ferret out the guilty parties. Captain John Gould of Topsfield was charged with speaking seditious words against the Government and was fined heavily and imprisoned, in the summer of 1686. The temper of the new Government was not to be mistaken. The slightest manifestation of resistance would be followed by summary and severe punishment. Accustomed to virtual independence from their earliest remembrance, trained to discuss all matters of public moment freely in town meetings and to express their convictions to their elective rulers as circumstances required, the men of Massachusetts submitted with ill grace to the edicts of this new arbitrary government, which must be acquiesced in with silence and with no show of displeasure.

But harsher discipline was in store. On the 12th of December, 1686, the frigate "Rose" dropped anchor in Boston harbor, and Sir Edmund Andros, attended by sixty redcoats landed. He was escorted to the Town House at the head of King, now State street, where he caused his commission as Governor to be read and at once assumed his functions of Governor. The abasement of Massachusetts was now complete. An English lord was her chief ruler, British soldiers overawed her people. Her Puritan meeting house was profaned with Episcopal worship. An odious oligarchy sat in the seats of her honored officials. A conservative party submitted tamely, but there was a strong, clear-headed, liberty-loving party much in preponderance, I judge, which endured silently, but with inward rebellion. No voice, however, was raised to protest against the invasion of the soil by an armed force, and the wanton trampling upon her liberties.

In January, 1687, the final stroke fell. A tax of a penny a pound was ordered, to afford a revenue, and

each town was ordered forthwith to choose a taxing Commissioner. This Commissioner and the Selectmen were instructed to make a list of persons and a valuation of estates, and the Commissioners of each County, meeting at their respective County seats, were ordered to determine the local tax and issue warrants to the Constables for collection. This was in direct defiance of the honored right of the colonists to determine their own tax. From the beginning it had been stoutly and constantly maintained that there could be no taxation without representation. This was the shibboleth of their chartered liberties, not only in Massachusetts, but in New York, in Pennsylvania, in Virginia, had this cardinal principle been affirmed, and maintained at no small cost.

What was to be the attitude of the Colony of Massachusetts toward this oppressive violation of her ancient right to determine her own taxes. In the town meetings of the old Commonwealth the opportunity was given the friends of liberty to make their protest, though it was evident that plainness of speech would not be tolerated by the royal Governor, and his agents were waiting, no doubt, in every community to hear the manner of speech into which ardent patriots might be betrayed.

The Boston town meeting was held on July 25th. The high-minded Thomas Danforth, the Deputy Governor, and other members of the General Court might have spoken there, but no protest was made, and meekly and obediently the Tax Commissioner was chosen. The Salem town meeting convened. Old Simon Bradstreet, the deposed Governor, was a resident, and the Salem folk looked to him for guidance. No dissenting voice was heard. The Tax Commissioner was chosen. At Manchester, at Newbury, at Marblehead, the same prudent though timid counsels prevailed. At Taunton, in the month of August, the first courageous refusal to elect the Commissioner

occurred, and the Town Clerk, Shadrack Wilbore, was arrested and held for trial.

In the face of this prudent policy of acquiescence, at a time when the strong friends of the Colony hid their heads and covered their mouths with their hands, the Ipswich town meeting was held. It was convened on August 23d, after most of the towns had voted. On the evening before, John Wise, the bold minister of Chebacco, with some of his parishioners, leading men in town affairs, came to Ipswich and attended a caucus, or preliminary meeting, at the residence of the Town Clerk. The reverend pastor, William Hubbard, was there, and some dozen of the officers and prominent citizens of the town. It was the sense of the meeting that this "warrant-act" abridged their liberties as Englishmen, and they concluded "y^t it was not y^e Town's Dutie any wayes to Assist y^t ill methode of Raising mony w[']out a Generall Assembly."

The town meeting met next day. Mr. Wise spoke vigorously against taxation without a vote of their representative assembly. He said, it was remembered, "We had a good God and a good King, and Should Do well to stand for o^r previledges." The vote was practically unanimous, it would seem.

"Considering that the sd act doth infringe their Liberty as Free borne English subjects of his Majestie by interfearing wth y^e statutory Laws of the Land—by w^{ich} it is enacted that no taxes shall be Levied on y^e subjects wthout consent of an assembly chosen by y^e Free holders for assessing y^e same. They do therefore vote, that they are not willing to choose a Commiss^{er} for such an end, wthout s^d priviledges."

The language of the vote was inspired by Mr. Wise, and he may have drawn the resolution. It was the first determined yet statesmanlike utterance in that period of the usurpation, when the boldest grew timid and the

wisest counsellors were silent. The minister of Chebacco was treading on dangerous ground.

This decisive vote was followed by a bold propagandism. Agents went covertly to Topsfield and Rowley, and those towns came into line. This high-handed proceeding, as it was regarded, was not to be overlooked. Ipswich was, next to Boston, probably the most important town in the Colony, and such factious and turbulent action called for stern repression. Legal proceedings were begun speedily, and Mr. Wise and five others were arrested, brought before the Council and cast into the Stone Prison in Boston, awaiting their trial. When brought before the Council, Mr. Wise carried himself boldly. He declared that as Englishmen they had privileges according to Magna Charta,—to which it was replied, “You have no privilege, Mr. Wise, except not to be sold as slaves.”

Mr. Wise reported this sharp repartee to Mr. Francis Wainwright, one of the leading citizens. He repeated it to others, and straightway he was arrested, and secured his liberty only by an abject apology for his indiscretion. Such was the intolerant repressiveness of the time. The newly-fledged Councillors were very sensitive of their honor.

An appeal for release on bail met with no success. This was followed by another appeal from the Ipswich men, Mr. Wise signing and probably being the author, which we keenly regret to chronicle. Thus far his attitude had been heroic, but the gloomy Stone Jail had a depressing effect upon his free spirit. The other men confined under the same charge, made acknowledgment of their error. The apologies of Dudley Bradstreet and Col. Nathaniel Saltonstall, both Magistrates and Assistants, were pitifully abject and painful in their self-abasement. Further resistance seemed hopeless. So Mr. Wise and his associates plead for pardon, affirming their

loyalty and praying the Governor and Council to pass over their offence, "hoping you will please to impart it rather to our ignorance than Obstinacy, in neither of which we would persist."

But this humble apology failed of its end. They were arraigned before a special session of the Oyer and Terminer on the 24th of October, found guilty and returned to jail, where they lay twenty-one days awaiting sentence. Mr. Wise was "suspended from y^e ministerial function, fined 50[£] in money & the costs, obliged to give a bond of £1000 for y^e Good Behaviour one year." His associates suffered similar penalties. They furnished bonds and were released, and on the 24th of November Mr. Wise was permitted by an order from the Executive Council to resume the work of the ministry. Another town meeting was called, a taxing commissioner was chosen. The patriotic action of the first meeting seemed to have been in vain.

But the protest then uttered made a profound impression upon the Colony. The indignities put upon Mr. Wise, a minister of the Gospel, and the only one who had any public connection with the affair, seemed monstrous and intolerable. His affirmation of the rights of the Colonists, as Englishmen protected by Magna Charta, to refuse the tax in which they had no voice, caught the public ear.

In April, 1689, the popular uprising was made, and Andros and his Council were seized and imprisoned. On the morning of April 18, the military escorted the venerable Governor Bradstreet, and Danforth and others, up State street, and from the balcony of the Town Hall a Declaration was read, attributed to Cotton Mather, which charged Andros with malicious oppression of the people. It appealed to the men of Ipswich and Plymouth to tell their tale. The language of Deputy West to Mr. Wise was repeated, and his demand of the liberties guaranteed

by Magna Charta was repeated. The Chebacco minister's defence was the catchword of the hour.

A month later, on May 26th, 1689, a ship arrived bearing an order to the authorities to proclaim William and Mary, King and Queen. The joy of the people was unbounded. They had been guilty of open rebellion, and the lives of the leaders might have paid the penalty of their boldness. This assured their safety.

Formal articles of impeachment were drawn up at once against Andros, West, Parker and the rest, and the first of the long list of specific charges against each, was:

"Mr. John Wise, minister, John Andrews Sen., Robt. Kinsman, W^m Goodhue Junr., Thos. French, These prove their damage for their being unwilling for Sir Edmund Andros rayseing money on the people without the consent of the people, but Improved upon Contrary to Magna Carta."

In his oration entitled "The Colonial Age of New England," delivered at the two hundredth anniversary of the incorporation of Ipswich, Rufus Choate, remarking upon these men and the action of the town, exclaimed: "These men, says Pitkin, who is not remarkable for enthusiasm, may justly claim a distinguished rank among the patriots of America. You, their townsmen—their children—may well be proud of them: prouder still, but more grateful than proud, that a full town meeting of the freemen of Ipswich adopted unanimously that declaration of right, and refused to collect or pay the tax which would have made them slaves. The principle of that vote was precisely the same on which Hampden resisted an imposition of Charles I, and on which Samuel Adams and Hancock and Warren resisted the Stamp Act—the principle that if any power but the people can tax the people, there is an end of liberty." (Vol. II, p. 57.)

The quiet course of the Chebacco minister's life flowed on, unvexed by public affairs, for three years. Then the

horrors of the Witchcraft delusion settled like an incubus upon these Essex County towns. The minister of the Danvers Parish was the chief instrument in fomenting the charges, which soon brought death and devastation in their train. As the whim of a few nervous girls, of diseased imagination directed, the deadly crime of witchcraft was charged upon some of the sweetest and saintliest of God's people, as well as upon those of a coarser sort. Venerable mothers in Israel, whose children had grown to honorable manhood and womanhood, were dragged from their homes and sentenced to the gallows. A minister of the word could not escape the at-taint of guilt. These communities were panic-struck. Everyone lived in fear of the accusation which was the brief preliminary to execution. The ministers were the natural leaders of the people in such a conflict with the power of Satan, but they kept silent though the choicest of their flock were assailed. It was not wholly strange that Tituba, the old Indian, and Bridget Bishop, a coarse and commonplace woman, and poor Dorcas Hoar of Beverly, should have been left to the tender mercies of the law, but it was passing strange that Rebecca Nurse and Elizabeth How and Mrs. Mary Easty should not have found a zealous champion among the ministers of the word. Elizabeth How, of spotless character, beloved by a large circle of friends and neighbors, suffered the shame and horror of being called a witch, because sundry cows in her neighborhood had died suddenly and other unfortunate things had happened. She had been already propounded as a candidate for membership in the Ipswich church. Mary Easty, held for sentence and the scaffold in the Ipswich Prison, made most tender and persuasive appeals to the authorities that the blood of the innocents might at least be spared. But the minister of the Ipswich church raised not a finger in their behalf.

In that dark and dreadful time, John Wise again

played the manly part. John Proctor and his wife Elizabeth, who had formerly lived in Chebacco but were then resident in Salem Farms, were accused. The neighbors and friends rallied in their behalf. Twenty of them certified to the Christian character of the accused. "To our apprehension," they declared, "they lived Christian life in their families, and were ever ready to helpe such as stood in need of their helpe."

And from their old home, came an earnest address to the Court of Assistants, drawn up by Mr. Wise and signed by thirty-five men of the parish besides himself, certifying to the upright character of their old neighbors. Again, let it be mentioned to his honor, that he alone of the powerful group of Essex County ministers and of the Colony, dared make personal appeal to the magistrates on behalf of the accused. While he was in prison, Mr. Proctor earnestly requested Mr. Noyes to pray with him and for him, but it was wholly denied because he would not own himself to be a witch.* He also addressed an earnest petition to Mr. Mather, Mr. Allen, Mr. Moody, Mr. Willard and Mr. Baily, prominent ministers, to use their influence in his behalf and others under similar accusation, but in vain. So far was Cotton Mather from feeling pity for the condemned that, sitting his horse at the execution of Rev. George Burroughs, when he had spoken from the ladder and moved the people to tears, and it was feared that the bystanders would hinder the execution, but finally the hanging had been accomplished, that Mather then and there declared that the Devil was often transformed into an angel of light, and quieted the people so that the executions could go on. And after Mary Easty had taken her last farewell of her husband, children and friends, in such affectionate and solemn way that all were moved to tears, and so suffered the pains of death with seven others, Mr. Noyes, minister of Salem, turning him to the bodies, said, "What

* Wonders of the Invisible World, p. 256.

a sad thing it is to see eight firebrands of hell hanging there." Mr. Hale, minister of Beverly, was very forward in the executions, but when his wife was accused he was speedily brought to a humbler mind. We may rejoice that in that hour, when the reverend clergy encouraged and advised the arrests and executions with one consent, John Wise dared to befriend the friendless and declare himself out of sympathy with the sad errors of the time. Years later, his plea for the removal of the attainders attaching to the families of those convicted, was rewarded with full success.

Once more it fell to his lot to champion a great cause. In the year 1705, some new theories of church government were broached by the Mathers and others. Sixteen proposals were drawn up and submitted to the churches for consideration. The independence of the churches was covertly assailed by a proposal to place the control of many matters in the hands of certain councils. Mr. Wise scented Papal infallibility and abuse of popular liberty of choice and action, but he held his peace until the Colony of Connecticut adopted measures of like import. Then his blood stirred hotly. Nearly a score of years before he had suffered for his steadfast declaration that the privilege of self-government was the inalienable right of the colonists. Self-government was as vital a part of the religious as of the political life. The independence of the local church was essential to a right form of church government. He published a pamphlet, "The Churches Quarrel Espoused" (1710), a reply in satire to certain proposals made, etc. He discoursed of the principles of government: "That government which is in any good measure formed, and does agree with the natural freedom of human beings, and is adopted by the law of wisdom and honor and plainly and fairly established: is too much of God in the world, and too great a royalty belonging to men, for any to play the knave or fool with." (Page 99.)

Again, he affirms the native right of the Englishman to govern himself. He lays down several principles, the last of which is: "Englishmen hate an arbitrary power (politically considered) as they hate the devil."

"The very name of an arbitrary government is ready to put an Englishman's blood into a fermentation, but when it really comes, and shakes its whip over their ears, and tells them it is their master, it makes them stark mad, and being of a memical genius and inclined to follow the Court mode, they turn arbitrary, too."

"That some writers, who have observed the governments and humors of nations, thus distinguish the English: 'The Emperor, say they, is the king of kings, the king of Spain is the king of men, the king of France the king of asses, and the king of England the king of devils, for that the English nation can never be bridled and rid by an arbitrary prince.'" (147-148.)

No more acute and stinging satire was ever written than that which makes the pages of this pamphlet flame with fiery vehemence. Mr. Mather and his fellows must have writhed as the ancient St. Laurence on his gridiron, under his merciless rallying.

In milder mood he set himself a few years later, 1717, to write "A Vindication of the Government of New England Churches." He considers the fundamental principles of government. He discovers "an original liberty instampt upon his (man's) rational nature." (Page 25.)

"Every man must be acknowledged equal to every man."

"The first human subject and original of civil power is the people. For as they have a power, every man over himself in a natural state, so upon a combination they can and do bequeathe this power unto others, . . . and when they are free, they may set up what species of government they please."

"The end of all good government is to cultivate humanity and promote the happiness of all, and the good of

every man in all his rights, his life, liberty, estate, honor, etc., without injury or abuse done to any." (Page 40.)

The philosophy is lucid, the argument is direct and convincing, and the literary style is of surprising finish. The Chebacco pastor struck a blow for liberty that made it impossible for the free self-government of the churches to be fettered by any scheme of arbitrary or aristocratic rule. And when the Revolution was impending, and some simple, convincing statement of the rights and liberties of the colonists was needed, these two pamphlets were put to press again in Boston in 1772, being published by subscription. The list of subscribers is appended, and Mr. Mackaye calls attention to the fact that John Scollay, Esq. of Boston, who was to be a leader of the Boston Tea Party, subscribed for four copies; that Ebenezer Dorr, messenger of the Committee of Safety, who, on the night of April 18, 1775, crossed Boston Neck and carried the alarm to Cambridge while Paul Revere was riding to Lexington, had three copies; Colonel Barret of Concord had one; Hon. Artemus Ward, Esq., of Shrewsbury, first Commander-in-chief of the Revolution, had six; and Capt. Timothy Pickering of Salem, six. Rev. Edward Emerson of Concord subscribed for twenty-four, and Mr. William Dawes of Boston, Ephraim Fairbanks of Bolton, Peter Jayne of Marblehead had a hundred each.

It was good reading for those tense times, and the popular orators of the day may have been familiar with it. Certain it is that when the Declaration of Independence was written, Jefferson might have found some sentences already framed in the calm, philosophic deliverance of John Wise. Not without reason then, has the minister of Chebacco been styled "The Founder of American Democracy," the first clear expounder of those principles of popular government of the people by the people, upon which the fabric of the American commonwealth has been built.

He died on the 8th of April, 1725. Felt records that his son-in-law, Rev. John White of Gloucester, sat by him, and the dying man said: "I have been a man of contention, but the state of the churches made it necessary. Upon the most serious review I can say I have fought a good fight, and I have comfort reflecting upon the same. I am conscious to myself that I have acted sincerely."

His house still stands, built by himself in 1703, in which he wrote these famous pamphlets, and wherein he died. To the door of his house, perchance, the wrestler of Andover, Capt, John Chandler, came to try conclusions with the dominie, who had been a famous wrestler in his youth. From his window Mr. Wise called down to the doughty Captain that he was not in trim, but he yielded to his desires and came down to the front yard. In a trice, the boastful Andover man found himself flat on his back in the highway. He picked himself up, and looking over the wall, begged Mr. Wise to kindly throw his horse over and he would ride his way forthwith.

His grave is in the old burying ground near by, and on the simple table stone the epitaph is inscribed: "For talents, piety and learning, he shone as a star of the first magnitude."

It is strange that he has been forgotten, but some have remembered him. Prof. Moses Coit Tyler, in his "History of American Literature," well observes: "It is an illustration of the caprice which everywhere prevails in the domain of the Goddess Fame, that the one American who, upon the whole, was the most powerful and brilliant prose writer in this country during the Colonial time, and who in his day enjoyed a sovereign reputation in New England, should have passed since then into utter obscurity, while several of his contemporaries . . . who were far inferior to him in genius, have names that are still resounding in our memories."

MICHAEL FARLEY, FIRST, SECOND AND THIRD,
OF IPSWICH.

BY EUNICE WHITNEY FARLEY FELTEN,
GREAT GRANDDAUGHTER OF MICHAEL, THIRD.

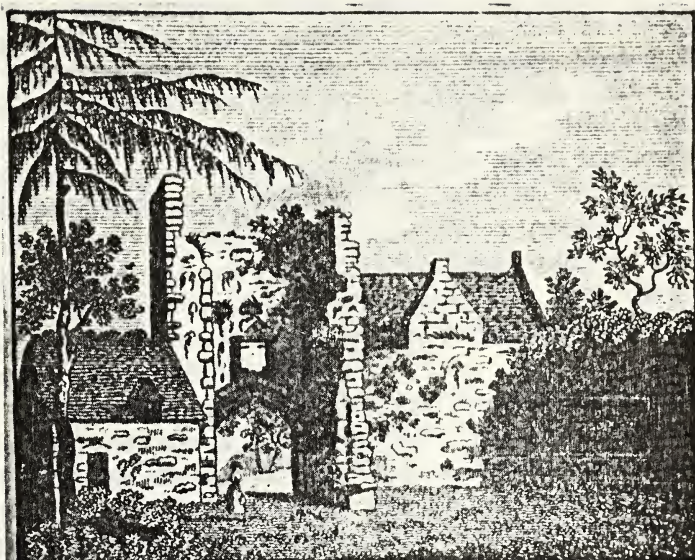
The first definite, reliable statement that I ever heard, after the arrival of the Farley family in Massachusetts Bay Colony, was that Michael Farley, 1st, a middle-aged married man with wife and two grown sons, has petitioned for a piece of land on the Ipswich River near Saltonstall's mill, in order to build a homestead.

His next request was to obtain seats for himself and wife in the Parish Meeting House.

These two petitions were granted by the town. The highest seats in church were granted only to settlers called Freemen, who probably brought letters of recommendation.

The story goes that Michael Farley, 1st, before sailing from England had met Mr. Richard Saltonstall (son of Sir Richard) and had made a covenant with him to take charge of the Saltonstall mill property in Agawam, Essex County, New England, for the term of two years. The worshipful Mr. Saltonstall was an elderly gentleman, not strong, not likely to live long. This covenant was signed by Mr. Michael Farley and his two sons. At the expiration of the lease, Mr. Saltonstall came to America and desired to continue the lease, but the Farleys did not agree to it, and purchased the rights on the river from Saltonstall, who returned to England, dying soon after.

The first event of romantic interest in the family was the betrothal of the eldest son Michael to the daughter of Major Burnham. The record says Mrs. Farley, his mother, gave up her dower rights. Whether this was to



FARLEY CASTLE, /// SOMERSETSHIRE.

help her son, I know not. The marriage took place, and we hope the young couple prospered.

The mill, which at first was a grist mill, was changed to other purposes,—I think a fulling mill to make cloth. The Farleys, father and sons, carried on the mill and continued to work together as Michael Farley and Sons. Before long they desired to build a bridge across the river near the site of the dam. About this date a covenant is made between Oliver Appleton and Michael Farley, wherein the latter promises to pay a sum of money, I think 15 pounds sterling, to the former, signed by Michael Farley, 1st, and son. Perhaps this debt was made to raise money to build the bridge, which would be a great convenience, not only to the miller but to the neighborhood, connecting the two parts of the town.

It was a foot-bridge, the first one on record. This passageway was never closed to the public until the Lawrence Company bought the mill property in 1870. In my childhood I loved to stand on the bridge and watch the water pour over the dam.

The era beginning with 1700 was about the most pleasant and prosperous of the American Colonies. They had cleared the forests of the dark menacing giant trees which cast a gloomy shade, and turned them into productive farms. The Indian tribes had retired into remoter regions and had begun to have a proper respect for the laws of the newcomers. There was frequent communication between seaport towns, but the clouds of unrest were gathering on the horizon. The increase of taxes was beginning to oppress the faithful subjects of King George, who had not created an ideal colony for his benefit, but to enable the colonists to live in peace and independence.

Everybody was busy, the men outside, and the women mostly indoors, bringing up their large families of children, taking care of the aged members and observing

the Sabbath with great strictness. One of their trials was lack of medical knowledge and remedies, and if an epidemic occurred, a great proportion of victims succumbed. A record speaks of five children in a Farley family dying of quinsy sore-throat, but one son lived who was destined to take quite an important part in the history of his native town of Ipswich—Michael Farley, 3d. On his mother's side he was descended from Deputy Governor Symonds, one of the officials appointed by the Crown in the earliest days of the Colony.

In 1720 Michael Farley, 3rd, married Elizabeth Choate, the daughter of Robert Choate of Chebacco, a district of Ipswich which is now the town of Essex, where were early shipyards. My great-grandfather and his wife had a fine family of sons and daughters, of whom three sons, John, Jabez, and Robert my grandfather, were respectively 25, 20 and 16 years old when the Revolutionary call to arms was declared. A courier from Boston came to tell General Farley that he must come with as many men as he could muster, as the British were evidently preparing an attack on Boston by their men-of-war, and no time must be lost. Accordingly, he called his sons and said that he was to start on horseback at once and they must follow as soon as possible. He told his wife that he must leave the ammunition, which was stored in their garret, in her care. She was ready to help.

The two older boys were soon off, and my grandfather Robert begged to join them. She was slow to give her consent, but said, "If you go, behave like a man." He promised to do this, and left with her blessing, to walk or beg a ride the 30 miles to Boston. She had no time to think of her own soldiers, as neighbors came rushing in for shot and powder to fill their powder-horns. Some hours later, when she came downstairs, her younger children did not recognize her, as her face was as black as a negro's from the ammunition which she had been

pouring into the powder-horns. This was the glorious battle of Bunker Hill.

Michael Farley, 3rd, held many public offices. The most important under British rule was High Sheriff of Essex County, appointed by the Crown. He was said to have been a man of very kind heart, but some of the punishments imposed on wrongdoers were very severe and mortifying. An incident is related of one man who had his ear cut off for robbery, but grandfather kept the piece of flesh in his mouth, so that it could be replaced on the man's head, to save him from being disgraced for life as a robber, without chance of reinstating himself.

My grandfather, Robert Choate Farley, was a very independent fellow and joined a crew on a privateer. The ship was captured by the British, and the officers and crew made prisoners on the British prison ship "Jersey," off Brooklyn. He was a handsome, gay young chap, and was offered bribes by the British to join their service. One of the temptations was the use of a saddle-horse to ride on the beach of Long Island. He accepted this offer, and had a daily gallop,—but did not become a traitor. Several of his companions died, but he survived. When he returned home, he was nearly bald, and had to wear a wig the rest of his life. He was only nineteen years old at this time, and had been nine months a prisoner. His last exploit was to be aide-de-camp to General Lincoln, who went to Petersham, Mass., to put down Shay's Rebellion.

After the country was free from English rule, there was much work and suffering to be met. The currency was changed, and there were numerous debts, public and private. The seaport towns suffered greatly. The Constitution was not accepted by Massachusetts for nearly a year. Michael Farley, William Choate, and Mr. Cogswell, of Ipswich, were elected as judges to pass on the document which has been our guide ever since.

These details of the public duties of Michael Farley, 3rd, were mostly found in Felt's History of Essex County. There are many family stories of the privations which they endured for the sake of patriotism. The great-grandmother said, "Mike would give his last penny for his country," and it became almost a true statement of events. After victory was won and the British were anxious to leave their inhospitable and uncomfortable quarters, the real trials were experienced. The embargo imposed on our shipping by the Government was a terrible blow to the seaside towns. Ipswich and Gloucester felt it keenly, and many patriotic families were reduced to poverty. They were obliged to undertake long voyages to distant countries and run great risks to life, in order to support their families.

Last summer, as I was passing several weeks at Bath, England, and knowing that Farley Castle was within a short distance, I took an open carriage with one horse, and was driven to the village of Farley, or Farleigh, as it is more often spelled nowadays. We took the highway to Bristol, and then turned off into a lane with hedgerows. I should say it was over a mile to the old picturesque hostelry of Farleigh Arms. There a party of country people were having a merry time in a sort of rustic arbor at the back of the inn, where the remnant of an old garden was extant. Box hedges and various flowers were still growing, but uncared for.

We ordered tea and bread and butter, while the old coachman and his horse were refreshing themselves, and then drove to the ruins of the Castle. The country here is called the Downs, and indeed it expresses the idea. At the gateway of the Castle is still seen the Arms of the Hungerford de Farley family, as the last inmates of the Castle were called. They had been there over three centuries, but after that time various owners had despoiled it. Now it is not habitable, but the county

keeps it in order. The owner, a titled personage, lives at Farley House, which was made of remnants of the Castle, and is almost a mile distant. The drawbridge of the Castle is no longer existing, but the iron bolts show where it used to be. We entered, to find a well-kept lawn enclosed by ruinous walls and towers, and the only buildings in any condition are the chapel and dairy, both with little gardens. A ruined tower still standing shows the great thickness of walls.

Sitting outside the chapel door was a man, and to him I paid a shilling—the entrance fee—and descended a few steps to the chapel, which was quite well restored. Some pieces of old armor hung on the walls, and a very fine tomb of white marble stood in a little side chapel. The escutcheons of the Hungerford de Farley were added to the long Latin epitaphs. On leaving the chapel, I said my name was Farley before I married. Another bystander called out, "If your name is Farley, you came from Boston." I said, "From very near there," and I was amused with this episode in the manor. Farley must have been a very large grant of land from William the Conqueror, as some 25 miles from the Castle is Farley Heath, where a battle was said to have been fought, and relics of old weapons and coins have been found. In a *London Times* I read recently that a number of cottages were being built on the Heath.

My impression is that many of the colonists came in groups or neighborhoods, not necessarily related by blood, and after they arrived they separated, as the country became more settled. At least a branch of Farleys is found in old Virginia, and a General Farley was in the Secession Army, whom one of my cousins met. I know of but one Farley now in Ipswich, Mass., Mr. George Farley, president of a savings bank. His sister, Miss Lucy Rogers Farley, died almost ten years since. She showed me the family papers which had belonged to her

grandfather, Jabez Farley. This grandfather, Jabez Farley, was a brave man and brought up nineteen children. He had two wives, one a Rogers, who had ten children, and his second wife, a Swazee, who had nine children. He lived to a great age and was present at the dinner given in honor of Lafayette in 1825. He was generally spoken of as Uncle Jabe by my father and his family. His nineteenth child, James Phillips Farley, named his youngest son Jabez for his grandfather.

THE IPSWICH HISTORICAL SOCIETY

The Annual Meeting of the Ipswich Historical Society was held on Monday evening, December 6, 1926. The officers elected were as follows:

Honorary President—FRANCIS R. APPLETON.

Acting President—RALPH W. BURNHAM.

Vice Presidents—HOWARD N. DOUGHTY, JAMES H. PROCTOR.

Secretary—MRS. T. F. WATERS.

Treasurer—CHARLES M. KELLY.

Directors—MISS SARAH E. LAKEMAN, HENRY S. SPAULDING,
ROBERT S. KIMBALL, AMOS E. JEWETT.

Trustees—JOSEPH I. HORTON, CHARLES M. KELLY,
ROBERT S. KIMBALL.

ANNUAL REPORT

FOR THE YEAR ENDING NOVEMBER 30, 1926.

Balance, Dec. 1, 1926.....	\$926.52	Postage	\$31.92
Annual Dues	483.00	Association dues	2.00
Life membership	50.00	Ipswich Savings Bank	
Admission fees	70.00	(Addition to Building	
Books sold	11.25	Fund	600.00
Post Cards sold	15.00	Printing	131.65
Annual supper	37.91	Express	1.26
		Fuel	164.75
		Water	10.50
	\$1,593.68	Kitchen utensils	65.63
		Insurance	71.69
		Surveying	75.00
		Miscellaneous	4.25
		Balance, Nov. 30, 1926...	435.03
			\$1,593.65

IN ACCOUNT WITH IPSWICH SAVINGS BANK

Balance, December 1, 1926	\$3,933.66
Addition to Building Fund (from Current Account)....	600.00
Legacy (Everard H. Martin	200.00
Dividends, :	
Ipswich Savings Bank	\$173.72
Edison Electric Ill. Co. of Boston	202.50
Public Service Electric & Gas	150.00
Atlantic City Electric	180.00
Ohio Power	112.50
American Gas & Electric	7.50
Electric Bond & Share	7.50
Interest:	
U. S. Third L. L. 4¼	231.16
Gandy Bridge	65.00
Peninsular Telephone	60.00
Anaconda Copper	210.00
United States Rubber	195.00
	<u>1,594.88</u>
	\$6,328.54
Withdrawn (in payment of Am. Gas & Elec, and Electric	
Bond & Share	1,129.32
	<u>\$5,199.22</u>

CAPITAL VALUE

	Book Value	Market Value
Ipswich Savings Bank	\$5,199.22	\$5,199.22
U. S. Liberty Loan @ 100	3,050.00	3,072.87
Atlantic City Electric Prfd. 30 sh. @ 85	2,550.00	2,955.00
Public Service Elec. & Gas Prfd. 25 sh. @ 94½	2,383.33	2,568.75
Anaconda Copper 7's, Feb. 1, 1938, 3M @ 101	3,089.33	3,202.50
Edison Elec. Ill. Co. Boston, 1/15/28, 3M @ 99.32	2,979.30	2,996.25
U. S. Rubber 6½, Mar. 1936, 3M @ 102	3,138.04	3,030.00
Gandy Bridge 6, Dec. 1945, 2M @ 100	2,006.66	1,960.00
Peninsular Telephone 5½, Jan. 1, 1951, 2M @ 100	2,000.00	2,000.00
American Gas & Elec. Common, 10 sh. @ 90¼	902.50	1,060.00
Electric Bond & Share Common, 10 sh. @ 83¾	839.50	680.00
Ohio Power Co. Preferred, 25 sh. @ 93½	2,337.50	2,387.50
	<hr/>	<hr/>
	\$30,475.38	\$31,112.09

INSURANCE

Whipple House	\$5,000.00
Furniture	1,500.00
Cabinet	1,500.00
Books, etc.	1,000.00
	<hr/>
	\$9,000.00

CHARLES M. KELLY, Treasurer

ROBERT S. KIMBALL	} Trustees
JOSEPH I. HORTON	
CHARLES M. KELLY	

Ipswich, Mass., December 2, 1926.

FORM OF BEQUEST

I give, devise and bequeath to the Ipswich Historical Society, Inc., the sum of.....
to be applied to the erection and maintenance of a fireproof
Memorial Building.

.....

MEMBERS

LIFE MEMBERS

William Sumner Appleton	Boston, Mass.
Albert Farwell Bemis	Boston, Mass.
Ralph W. Burnham	Ipswich, Mass.
Richard T. Crane, Jr.	Chicago, Ill.
Mrs. Richard T. Crane, Jr.	Chicago, Ill.
Cornelius Crane	Chicago, Ill.
Florence Crane	Chicago, Ill.
Frank C. Farley	New York City, N. Y.
Mrs. Alice F. Hartshorn	Taunton, Mass.
Benjamin Kimball	Boston, Mass.
John S. Lawrence	Boston, Mass.
Mrs. Lora A. Littlefield	Brookline, Mass.
Miss Katherine Loring	Prides Crossing, Mass.
Arthur R. Lord	Chicago, Ill.
William G. Low	Brooklyn, N. Y.
Mrs. Marietta K. Martin	Ipswich, Mass.
Nathan Matthews	Boston, Mass.
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